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STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

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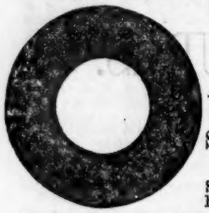

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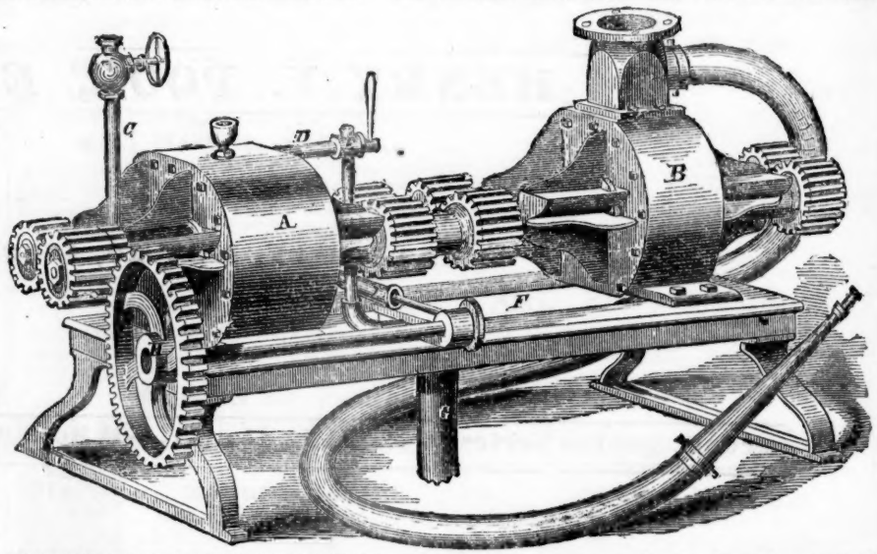

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, May 26, 1860.

Coal-Burning on the Pennsylvania R. R.

We give beneath a portion of a report made by Mr. William J. Palmer, to the President of this company, upon the subject of burning coal in locomotive engines. In our next we shall give the balance of the report. It is a subject of first-rate importance to all our railroads, whatever progress in this direction one company may make, should, through the press, become the property of all.

J. EDGAR THOMSON, Esq., *Pres't Penna. R. R. Co.:*

In accordance with your instructions, I submit a report of the experiments with coal-burning engines, made on the Pennsylvania Railroad, during last spring and summer. It has been delayed until this late period, for the purpose of accumulating farther experience in the practical operation of some of the plans.

The object of those experiments was to afford answers to the following questions:

First.—Is it practical to use raw bituminous coal, of the varieties found along this road, in *passenger* locomotive engines, without the emission of smoke or cinders to an extent that would annoy passengers? If practicable, what is the best plan of effecting that object? and what saving would result from the substitution of coal for wood in such engines?

Second.—Is the prevention of smoke attended by economy of fuel? and if so, is the saving such as to warrant any alteration of the coal-burning *freight* engines now in use?

Third.—What is the relative value of Pittsburg and Broad Top Coals; and which is the cheaper fuel, all things considered, on each division of the road?

The first series of trials were made with six freight engines—all the property of the company—of which four purported to be "smoke burners," and where known as follows:—the "Gill" plan, No. 206, the "Phleger" plan, No. 210, the "Blue Ridge," No. 120, and the "Dimpfel" plan No. 190. To these were added, for the purpose of comparison, both in regard to freedom from smoke and economy of fuel, two of the older plans in use on the road, viz: a four-wheeled connected "Baldwin Engine," No. 139, and a "Winans Engine," or "Camel-back," No. 51.

The distinctive features of the above plans, as far as relates to the process of combustion, were as follows:

First—The Gill Plan, No. 206.—A modification applied to an old engine, and consisting of a water-space diaphragm or deflector, surmounted by an air chamber and placed across the fire-box, dividing it into two apartments, an upper and lower one, except for a space of sixteen inches next the door, which is reserved for the passage of the flame and gasses. This deflector is portable: being formed of two copper sheets, four inches apart, and connected with the fire-box only by two inlet water tubes, near the bottom of the front leg, and by two oulet tubes, which suspend it from the crown sheet at the back end—thus maintaining the circulation of water. But a short time is required to insert this deflector, when once made, in an ordinary fire-box. The deflector is inclined, the greatest height from the grate being at the back end, where it is about that of the middle of the fire-door. It is supported at this end by two hollow plugs, one on each side of the fire-box. Above the deflector is a roof of fire-brick, leaving an intermediate space or air-chamber of two inches width, to which the air enters by a valve or damper at the front end, and, filling the chamber, is *jetted* down over the whole surface of the fire, through about 600 holes, each 3-16ths of an inch in diameter. The valve is operated from the fireman's stand on the engine, and is opened by him, but closes automatically and slowly, so that the supply of air is gradually diminished. A large quantity of air is also admitted at the fire-door, through 333 perforations of ¼ inch diameter, in the inner plate—that plate being fastened to the outer one, so that the air cannot escape at the sides, but is forced through these small apertures into the furnace. The communication with the atmosphere is had by large holes in the outer plate, which are covered by a sliding valve, affording the means of regulating the admission of air at this point.

The additional peculiarities of the engine are a combustion chamber, 2½ feet long; a fire-brick wall or bridge, 18 inches high, placed in the combustion chamber, 2 feet from the flue sheet, and leaving a space of 10 inches above it for the passage of the gasses; two brick walls, each 8 inches high, placed in the upper chamber of the fire-box near the crown; a blower or steam jet; close-fitting ash-pan dampers; and a straight chimney, without spark-arrester, wire-gauze, or other obstructions.

Second—The Phleger Plan, No. 210.—A new engine built by Norris & Sons. The main features are two transverse water-space bridges, placed 10 or 12 inches apart, horizontally—one rising from the grate at the front end of the fire-box, the other suspended from the crown in the combustion chamber, and lapping vertically over the first about 9 inches, The only air admitted to the fire-box, except that through the grate, which is 6½ feet long, was by a few small apertures in the fire-doors, the value of which was much impaired by a neglect to connect the edges of the inner and outer plates. This engine has, also a combustion chamber, 2½ feet long, made by shortening the flues, and partially squaring the boiler cylinder; hollow longitudinal grate bars, 2 inches in diameter, through which *water* is circulated; and a water bottom forming the ash pan; double fire-doors, by which coal can be charged on each side of the fire-box alternately; a blower; variable exhaust; and straight chimney with no obstructions.

Third—Dimpfel plan, No. 190.—An old engine, altered by Baldwin & Co., under the supervision of the inventor. The principal feature is the conversion of the cylindrical part of the boiler into one long combustion chamber, the water circulating in tubes of 1½ inches inside diameter, which extend horizontally through the combustion chamber, and bending around, rise perpendicularly in the fire-box to the crown sheet, from which they are suspended. These tubes are 1 inch apart in the combustion chamber, and ½ inch apart in the fire-box. The objects proposed by this modification are, to promote a rapid absorption of heat by the water which circulates in an opposite direction from heated gasses; to crowd a large amount of heating surface within the fire-box; to save the tube joints from their usual exposure to the direct action of the fire; to reduce the amount of water necessary to be carried, and, thereby, the weight of the engine; and, lastly, to increase the *run* of the inflamed gases, and allow a greater

time and space for their combustion. Air is admitted over the fuel by means of four iron plates, perforated with half-inch apertures, and inserted in the interior of the sides and front leg of the fire-box, and by two perforated vertical pipes in the boiler cylinder; one at about the centre of its length, and the other close to the fire-box. A limited quantity of air is also admitted through the door.

This engine was fitted with a blower, and a straight chimney, without obstruction, but a wire screen was placed across the mouth of the combustion chamber, to intercept the sparks and dirt, and cast them into a sub-treasury under the smoke box.

Fourth.—The fourth plan was a modification of that applied to the Engine "BLUE RIDGE," by Mr. McCausland, former Master Machinist of the Road. In its present shape, the distinctive features are a fire-brick arch or deflector, a combustion chamber, perforated fire doors, and a tubular water-grate. The brick deflector is inclined, resting at the front end on a wall of the same material, 18 inches high, built on the grate; and at the back end rising to the height of 35 inches above the grate. It is 4¼ inches thick, and arched transversely, the rise being 3½ inches; and is supported on each side of the fire-box by 4 hollow water plugs. The length of the grate is 6 feet, (of which 3½ feet are *roofed over* by the deflector.) The longitudinal water tubes composing the grate, ascend perpendicularly at the front end, so as to make a connection with the crown sheet—where the tubes are 1¾ inches apart. A *combustion chamber*, or space, 21 inches long, is thus formed between these vertical tubes and the flue sheet. There are four fire-doors in two tiers, through which the coal is charged alternately. A large quantity of air is admitted at this point, by means of 340¼ inch holes through the inner door-plate. The engine had a blower, and a straight chimney without obstruction, but no dampers.

Fifth—The Baldwin Engine, No. 139, made no pretensions to be a "smoke burner," and differed but little as regards the parts concerned in the process of combustion, from the ordinary construction of locomotives. It has a long deep fire-box—the length being 70 inches, and the depth, from crown to grate, 52 inches, or 2 feet from the grate to the lowest flues. A *dead plate*, 28 inches long, shut off air from the part of the grate next the flue sheet. This served the double purpose of protecting the ends of the flues and of assisting the consumption of the gases. A coke or incandescent fire, remained next the flues, the active combustion taking place farther back; the run was lengthened, and a high temperature maintained for the unignited streams of gas and air. No air was admitted over the fuel, except through a single aperture in the fire-door. The engine was supplied with a blower, a single ash-pan damper, and a cone-chimney, with a spark arrester.

Sixth—The Winans Engine, or "*Camel-back*," *No.* 51, has a long fire-box and long flues—the length of the first being 7 feet, and of the latter 14 feet. A *dead plate*, 14 inches long, occupies the front end of the grate, which is composed of 18 heavy bars, 1 1-16th inches apart. A shank with an eye in each pair of bars, projects from beneath the door, and permits the fireman to rock them seperately, for the purpose of freeing the clinker and ashes. The crown sheet slopes back from a height of 47 inches near the flues, to a height of 27½ inches above the grate, at the door end. The flues are of large diameter, 2 to 2¼ inches inside. A large quantity of air is admitted through and over the fuel at the doors, which are four in number, arranged in two tiers. Coal is charged through the upper two—the lower ones extend to the grate, and are opened only to draw the fire or rake out clinker. The usual cavity in the sloping crown, to admit of charging coal on the front part of the long grate, was closed. The perforations in the doors, for air, numbered 360 of 3-16 of an inch diameter each, in addition to which the lower part of these doors consisted of a coarse grating whose apertures were 2 to 3 inches in diameter, and 12 in number. Considerable air was also admitted through the crevices between the doors.

The other peculiarities were a variable exhaust; and a straight chimney, unobstructed, except at the top, by a coarse grating composed of wires ¼ inch apart, to arrest the sparks, and a damper, which may be thrown entirely across the chimney at stations. A short pipe or second chimney, placed beside the main one at top, acted as a sub-treasury for the reception of dirt and cinders. There were no ash pan dampers, and no blower. The long fire-box, large sized flues, dead plate, and large admission of air in jets and fissures over the fuel, in this engine, were favorable to the combustion of the gases, and prevention of smoke.

The weights and all the important dimensions of the several engines above described, will be found in the table on page 30 following this report. They were tried with both Pittsburg and Broad Top coals, on the grade of 95 feet per mile between Altoona and Gallitzin, ascending the Alleghany Mountain; and between Altoona and Mifflin, on grades whose maximum did not exceed 21 feet per mile. The trains were special ones, consisting of 8 long eight-wheeled loaded cars for the mountain trip, and 20 for the Mifflin trip. The average gross weight of train, without engine and tender, was in the first case 138⅓ net tons, and in the second case, 347 4/10 net tons. Including engine and tender, the average total weight of train on the Mountain trial was 188½ tons; and on the Mifflin trial, 397 6/10 tons.

The weight of fuel burned, and of water evaporated, were noted for each engine on the trials with both coals, but there are circumstances which prevent these results from being accepted as reliable standards of the comparative economical working of the several plans.

It will be seen from table on page 30, that the trial engines differ from each other in respect of weight, size of wheels and cylinders, area of grate and heating surface, ability to use steam expansively, to vary the exhaust, and in other particulars which would effect their comparative economy in the use of fuel, although such distinctions are not peculiar to the nature of the several plans. Again, the fireman, on the trials, differed for each engine, except in the case of the "Gill" and the "Dimpfel," and the engineers differed, except in the case of three engines. This source of inaccuracy could not be avoided. It would not have done to fix the same men for all the engines, as they would have lacked that familiar acquaintance with each, necessary to produce uniform results. *Thirdly.*—The men being taken with the engines, to which they were regularly attached, were in some cases new to the division of road run over, and ignorant of its grades, &c., while in others they were accustomed to the daily use of it.

As the above circumstances might have produced a greater discrepancy in the amount of fuel burned, than the actual results show to have existed between the highest and lowest consumption, we cannot regard these results as affording a correct measure of the comparative economy of the different plans. For their value, however, as standards of the performance of the several engines, *considered under all the circumstances*, as well as to prevent the dissemination of inaccurate reports, a statement is annexed to this report of the actual consumption of fuel, and evaporation of water, by all the engines on that trial.

We come now to consider the results derived from the several plans in respect to

THE PREVENTION OF SMOKE.

First.—The greatest amount of smoke on the trials was made by the "Baldwin" Engine No. 139; which was to be expected, as it had the smallest provision for the consumption of the gases. From *Pittsburg* coal, this smoke was, immediately after a charge, quite black, and did not entirely lose its color before it became necessary to charge again. From *Broad Top* coal it was much lighter, and lasted, perhaps, for only one-half of the time between the charges. With either fuel, however, the smoke would have constituted a very decided nuisance to a train of passengers.

At all times, when the door was opened, the smoke was much reduced, showing that it was chiefly due to an inadequate supply of air to the gaseous part of the fuel. It so happened that this engine, with evidently the most imperfect combustion, consumed less coal than either of its competitors, on the round trip between Altoona and Mifflin; but it must not be therefore assumed that the prevention of smoke is accompained by a waste of fuel. The successful result on that occasion was due to the general fitness of the engine for the special work to be performed, and to the long experience of the engineer and fireman on the portion of the road run over—all the other men being strange to it. The effect of the prevention of smoke on the amount of fuel required to do a certain work, was subsequently tested by a special experiment with a passenger engine, No. 156—the fireman and engineer, and all necessary circumstances, being uniform. This will be hereafter referred to.

Second.—The "*Winans*" or "*Camel-back*" *Engine, No.* 51, made less smoke than the "Baldwin," for two reasons. 1st. Because the fire-box was longer, giving an increased "run" to the gases. 2d. Because there was a large admission of air *over the fire*, at the doors. Having also a larger heating surface and grate area, the combustion did not require to be so rapid, which assisted the consumption of the gases.

With *Pittsburg Cool*, this engine produced, after charging, a quite dark smoke, which only ceased a few moments before the succeeding charge. With *Broad Top Coal*, it proved to be a tolerably good "smoke consumer"—a dark, but momentary cloud succeeding each charge of fuel. This plan showed, I think, the extent to which smoke prevention can be carried in a locomotive, with the largest practical admission of air over the fire, by jets, through the doors or back end of the fire-box, but without a combustion chamber or deflector. The air entering from this position, chases a large portion of the lighter gases ahead of it, to the flues, before a combination can be effected within the limited space and time afforded for the process.

Third.—The "*Dimpfel*" *Engine, No.* 190, made a very little less smoke than the "Camel-back," the difference between the two being scarcely noticeable. With *Pittsburg Coal*, the smoke was quite dark after charging, on stirring the fire; its duration depending on the force of the draft. If pretty full steam was being used, it was soon over; but with a light blast, the diminished supply of air to the gases at once told in the long continuance and deep color of the smoke.

With *Broad Top Coal* in *lumps*, the smoke was not such as to be objectionable; but a single shovel of *fine coal*, disengaging suddenly a large amount of gas, would produce smoke that amounted to a nuisance. The chief cause of the difficulty was an insufficient quantity of air, the provisions for the admission of which were altogether inadequate for Pittsburg coal, and would require much addition of Broad Top. The air admitted through the sides of the fire-box was valuable as far as as it went, but that through the door was of slight service in consequence of a failure to connect the edges of the two plates; and the vertical air-pipes in the combustion chamber were, in my opinion, too remote from the burning fuel (the forward one being halfway of the length of the boiler) to afford much aid to the consumption of the gases. There is no doubt but that an increased admission of air over the fuel, through the sides and legs of the fire-box, and in a proper manner through the door, would enable *Broad Top Coal* to be used in this engine without annoyance from smoke. But for *Pittsburg Coal*, I do not think any practicable increase of air in that manner would effect the object; the velocity of the gases in a locomotive furnace being so great, that it could only mix with a small proportion of those evolved from this rich coal, leaving the great central volume to escape uncombined. The large space provided for the occupation of the gases in the entire length of this boiler, (there being no flues,) is certainly of very

great advantage; but for Pittsburg Coal, it does not appear to supply the place of a *free, open combustion chamber*, of say four feet in length; which would permit the whole mass of flame to be in contact without any interposition of tubes containing water rapidly circulated, whose tendency is to cool the gases below the temperature necessary to combustion.

Fourth.—The Blue Ridge Engine No. 120 was a more successful "smoke burner," than either of the foregoing, having a long deflector or arch of fire-brick; a large admission of air, by jets, through the four fire-doors; and a (short) combustion chamber. The effect of the air admitted through the doors was much more noticeable than in the case of the "Winans Engine," since the fire brick arch served to lead the gases to the back end of the furnace, on their route to the flues; which not only lengthened their run, but enabled them to receive a saturation of air as they passed the doors. Another great advantage from the *fire brick*, was the high temperature which it imparted to the gases evolved from a fresh charge of fuel, when the ordinary heat of the furnace over the fire, or at its surface, was reduced by the application of raw fuel, and by the rapid conversion of solid into volatile matter.

When using *Broad Top Coal*, there was no smoke produced by this engine, except a momentary whiff, of a light brown color, which followed the chargimg of coal, or use of the poker, and was generally over in a few seconds. It never amounted to what could be considered a nuisance for a passenger train. When using *Pittsburg Coal*, however, this could not be said, although under favorable circumstances the smoke was but light. The large amount of gas in this coal requires, for its perfect combustion, an extraordinary quantity of air, admitted so as to combine thoroughly, and at the earliest practical moment, with the gas, before it is hurried off to the flues by the steam draft.

Fifth.—The Phleger Engine No. 210 showed a still farther improvement as regards smoke. With Pittsburg coal, on the mountain trip, the draught of air into the fire-box being strong, the only smoke produced was a momentary cloud, not very deeply tinged, which succeeded each charge of fuel. To obtain this comparative exemption, however, it was necessary to leave the door ajar for some time after "firing." On this character of road, very little difference could be observed between the smoke produced by this engine, and that by the *Gill plan;* but on the light and variable grades between the Altoona and Mifflin, the effect of an inferior provision for air in the case of the former, became quite apparent. Unless the steam valve was tolerably well opened, the smoke was quite dark, and lasted almost continuously. The only air holes provided over the fire—those in the door (whose outer and inner plates were not connected) were insufficient to admit enough air, simply by natural draught, to produce the slightest visible effect upon the consumption of the gases; and it was only when the *strongest* draught of the exhaust steam was used, partially compensating, by an increased velocity of the air current, for a deficient area of admission, that the smoke was reduced within limits that would answer for passenger trains. During the trials, this engine smoked from one-half to two-thirds of the whole time—the color of the smoke slowly diminishing from very dark, immediately after firing, until invisible. Although not adapted in its present shape to passenger service with *Pittsburg Coal*, I think a considerable increased supply of air through orifices in the door, (connecting the rims of the inner and outer plates,) and by hollow stay-bolts in the sides of the fire-box over the fuel, would bring the plan up to that standard.

With *Broad Top Coal* the present performance is satisfactory—the only smoke being a yellowish puff, lasting about five seconds after "firing" or stoking—and at no time dark enough to attract attention from any one not particularly watching for it. The success of this engine as a "smoke consumer," in spite of the very limited admission of air over the fire, (which hardly exceeded that of the "Baldwin Engine,") is due, I think, 1st. To the long grate, which admits considerable air in excess of that required for the combustion of the coke portion of the fuel, and which also affords a long *run* to the gases. 2d. To the transverse bridges, dividing the fire-box from the combustion chamber—which check the currents of gas and air, and deflect them into intimate mixture—a pre-requisite of combustion. 3d. To the combustion chamber, (2½ feet long,) which still farther adds to the distance traveled by the streams of gas and air before reaching the flues, and presents a large open space for the completion of the process of combustion.

In this engine, the smoke was greater than it would probably have been in another one of the same general plan, from the fact of the fire-box and ash-pan being too shallow. The latter was soon filled with ashes, reducing the supply of air through the bars—and in the former, the white, or nearly white flame, could be seen ending in a dark-reddish top, being cooled into soot by contact with the water surface at the crown. I think, moreover, if the transverse bridges had been of *fire-brick* instead of water sheets, the effect would have been more beneficial; since they would have helped to sustain a proper temperature for the ignition of the gases arising from a fresh charge of fuel.

Sixth.—The Gill Plan of Engine No. 206, showed more satisfactory results in regard to the prevention of smoke, than any of its competitors. Though not entirely done away with, the quantity was not great enough at any time to have constituted an annoyance to passengers.

With *Broad Top Coal*, a momentary tinge, after applying a fresh charge or stirring the fire, was the only observable discoloration, and this was lighter and less continuous than the smoke from ordinary wood-burning engines. With *Pittsbarg Coal* there was rather more, but it was seldom darker than that which is emitted by Pine Wood, while the absence of that sharp and acrid quality possessed by the gases from wood, (so disagreeable in its effect upon the eyes of passengers,) certainly gave the advantage to coal. An increased admission of air over the fire through additional orifices in the deflector, would have still farther reduced the smoke. This was evident from the fact that leaving the door slightly ajar, after a charge of coal, had such an effect. Opening it wide, however, had the opposite effect; showing that the allowance of air was nearly sufficient, and that any considerable addition, (particularly when admitted in mass,) by chilling the gases, promoted the formation of smoke. The result was the same, if after a short period succeeding a charge, the door was opened, even ajar. The quantity of air entering through the orifices in the deflector and door, being then sufficient to consume the reduced amount of gas, any addition of cold air was deleterious, and its effect immediately shown in the production of smoke. Thus we have reached, in this improvement, a point exactly opposite to that at which we set out. In the "Baldwin Engine" we found that the opening of the door wide, always reduced the smoke. In the "Gill" plan, the opening of the door, at all, (except for an instant after "firing,") actually causes a slight emission of smoke, where before there was none.

The peculiarities of the arrangement to which the success of this engine is due, have been already described. The plan recognizes to the fullest extent, the following cardinal principles:

That for the combustion of the gases contained in a rich bituminous coal, a special admission of air in a large quantity *over the fire* is indispensable, and that the air entering by the grate should only be relied upon to consume the *coke* portion of the fuel.

That the air for the gases should be admitted through small orifices, (and not in mass,) in order both to avoid the cooling effect of air in bulk, and to ensure at the great velocity of the currents in a locomotive furnace, that thorough intermixture of the air and gas, which is essential to perfect combustion.

That the air should be admitted at the earliest moment after the gases are evolved, in order that the greatest time and space may be afforded for the completion of the process.

That combustion is assisted by any arrangement for mechanically mixing up the gas and air; or for extending their "run," and affording as much clear space as possible for this combination to take place in, before the flues are reached.

These principles are not new, or original with the inventor of this plan. They are chiefly the result of the investigations of Mr. Chas. Wye Williams, of England, and have been repeatedly published by him. The novelty in the plan under consideration is in the application of these principles to meet most of the requirements of the process of combustion in a locomotive engine; and consists mainly of the *air chamber* provided above the surface of the fire, from which the air is admitted downwards in a manner to cause the most effective combination between it and the gas. If admitted at the sides, or at the front or back of the fire box, the central mass of gas would tend to escape unconsumed.

The efficiency of these essential points was increased in Engine 206, by a number of arrangements, which, although of minor importance, will be found very desirable appendages to any "smoke consuming" engine. These were—

1st. A simple mode of increasing or diminishing the supply of air to the deflector, by means of which the quantity entering is within the easy control of the fireman. The valve never closes entirely, however, so that a small portion is at all times admitted; but much less than when coal is charged, or the fire stirred—requiring, in consequence of the sudden and rapid evolution of gas, a corresponding increase in the supply of oxygen. The air admitted through the fire door is also controlled by a valve; but this should nearly always be kept wide open, in order to provide for the combustion of *carbonic oxide*, whose loss is none the less important, because (unlike the carburetted hydrogen,) it does not produce a visible smoke at the chimney top. The fireman should be guarded not to make the emission of smoke the sole standard by which to regulate the supply of air either through the deflector or the door; otherwise the combustion may be far from perfect, even when the smoke nuisance is avoided.

2d. *A Blower.*—Which may almost be considered as indispensable to a coal-burning passenger engine. Its use is chiefly through the agency of a jet of steam admitted into the chimney, to prevent smoke at stations, or on steep down grades, or whenever steam may not be passing through the cylinders. This it does by maintaining a draught of air to the gases.

3d. *Tight fitting dampers*, which are a necessary accompaniment to the blower, and avoid waste of fuel from its use. With dampers perfectly tight, the fire on the grate will not be fanned up when the blower is opened, and no loss of fuel can occur. The only air admitted will be *over* the fire to the gases, which would otherwise escape unburned, and with the production of smoke. There will thus be no danger of the engine becoming "too hot," at least before all objectionable smoke ceases.

The general results of our experiments to test the practicability of avoiding smoke from locomotives using bituminous coal, may thus be summed up:

First. In the order of comparative freedom from smoke, the engines tried stand as follows: Gill, No. 206; Phleger, No. 210; Blue Ridge, No. 120; Dimpfel, No. 190; Camel-back, No. 51; Baldwin, No. 139.

Secondly. The first four plans on this list, the Gill, Phleger, Blue Ridge, and Dimpfel, showed such exemption from smoke as (by slight modifications in the case of the latter,) would permit them to be used for passenger trains, with *Broad Top Coal.*

Thirdly. "*The Gill*" plan is the only one of the six that in its present shape would admit of the use of *Pittsburg Coal* for passenger trains. But the "Phleger" plan might probably be brought up to this standard, simply by an increase

in the supply of air, admitted in a proper manner through the door and sides of the fire-box.

As regards freedom from Sparks and Cinders, or pieces of decrepitated coal and coke, the engines rank in a somewhat different order, namely: 1st, Phleger; 2d, Blue Ridge; 3d, Gill and Dimpfel; 4th, Baldwin; 5th, Camel-back. The *Phleger Engine*, with a straight open chimney, was remarkably clean in this respect; a result due to its easy exhaust, (permitted by the large amount of heating surface in this engine;) to the obstruction formed by the bridge walls which partially threw the shower of fine particles back on the fire, where they were consumed; and to the deep com bustion chamber which allowed those that passed the bridges to fall into a pit or sub-treasury out of the influence of the strong draught.

The *Blue Ridge*, also with a straight open chimney, emitted considerable fine dirt after each charge of coal, or whenever the fire was stirred; but not to an annoying extent, except on very heavy grades. The comparative exemption of this engine was due to its large grate and heating surface; to the brick deflector placed immediately over the fire, which interrupted the passage of the dirt towards the flues; and to the deep combustion chamber.

The *Gill* and *Dimpfel Engines* were about on a par as regards the emission of dirt and cinders from the chimney. A considerable quantity was given off by each engine, particularly on steep grades. It should be remembered, however, that the dirt thus emitted is of a very different character from the sparks and cinders given off from engines burning wood. The coal, in the first place, is heavier, and the particles seldom float in at the car windows, like the wood sparks, but fall quickly to the ground; and again, being less inflammable, they are usually extinguished before reaching the top of the chimney. Both engines had straight open chimneys, but the "Dimpfel" was provided with wire gauze across the outlet of the combustion chamber into the smoke-box.

The *Baldwin Engine*, the only one provided with a spark arrester, threw a great deal of dirt, but it was quite fine.

The *Camel back* had a straight chimney, unobstructed except by a coarse wire grating at the top. Having no combustion chamber, deflector or interposing bridge walls, the cinders thrown were very numerous and large.

The proper direction in which to look for improvement in this respect, would seem to be in the adoption of such measures as will permit the use of enlarged exhaust pipes, so that the particles of coal or coke will not be lifted from the main body of the fuel on the grate, the chimney remaining open and unobstructed. The change to *coal*, from a fuel whose heating value, in comparison with its bulk and weight, is so small as that of wood, will at once admit of the enlargement of the exhaust nozzle to a certain extent; (since a slower rate of combustion will produce an equal heating effect,) while the adoption of any plan to promote the circulation of water and the abstraction of heat by it from the flame and gases, or to reduce the loss by radiation and convection from the boiler, would still farther assist this object. Some simple form of *variable exhaust*, which would allow the draught to be lessened, whenever the work did not require the maximum force, and for a few seconds after each charge of coal until the smaller particles should have time to cohere together, would also contribute greatly to the abatement of this nuisance; as would the interposition of deflectors and bridges in the fire-box or combustion chamber, in a manner not to obstruct the draught. These arrest not only a large proportion of the unburned particles and throw them back on the fire; but the deflector, by lengthening the run, assists the combustion of another portion by the flame before reaching the flues, and the bridges may serve to launch them into a place of deposit out of the reach of the strong draught. It is found that a proper supply of air in *jets over the fire*, also assists materially in consuming (in addition to the gases) the minute particles of coke which would otherwise be thrown out at the chimney.

In the regular use of coal in passenger engines on this road, there need be no dirt of this sort emitted that will amount to an annoyance to passengers.

The "Gill plan" would have shown to much better advantage in this respect had not the deflector in the engine tried, extended to the grate, which unduly contracted the grate area. This peculiarity was not essential to the plan, inasmuch as the bottom of the deflector might have been attached to the front sheet of the fire-box above the grate.

(To be continued.)

Dayton and Michigan Railroad.

The annual meeting of the stockholders of this road was held in Dayton on the 15th inst., at which the old board of directors and officers were re-elected. At the date of the previous meeting, the road was finished and working to Lima, just one-half the length of the whole line. The last rail of the main line was laid on the 18th of August last. On the 29th of the same month the road was opened for business its entire length from Dayton to Toledo, and since that time has been in successful operation. Two passenger trains and one freight train have been run daily since the 16th of April last. The receipts have been:—

From local passengers	$77,278 42
" through "	19,068 84
" local freight	63,077 56
" through "	50,068 58
" mails and express, etc.	11,656 32
	$221,149 72

The expenses for same time were:

Machine shop	$1,223 42	
Maintenance of roadway and bridges	24,002 31	
Wood and oil	21,008 06	
Watch and watchman	3,211 24	
Wages, engineers, repairs, etc.	15,260 09	
Repairs, cars and conductors' wages	18,146 95	
Lost baggage and damage to stock	625 24	
Repairs of buildings, agencies and clerk hire	15,673 99	
Advertising, office and mail express	3,213 20	
Taxes and costs	7,729 03	
		110,093 53
Leaving as net earnings		111,054 19

—or 50.22 per cent. of the gross receipts.

During the first five months of the year there were but 70 miles of the road in operation; and for the first six months after the opening of the road north of Lima, the want of switches, station house, etc., prevented the bringing of business to the line of the road.

There have been seventeen warehouses, five steam saw-mills and five steam flouring-mills erected since the opening of the line north of Lima, all of which will add materially to its local trade.

An arrangement has been made with the several companies, forming the line between Cincinnati, Detroit and Port Huron (where the Grand Trunk crosses the St. Clair River into Canada) by which sixty first-class freight cars of a compromise gauge have been put in that service—the gauge the road from Toledo to Detroit being one and a half inch wider than that of the Dayton and Michigan. Freights are now moved daily from Cincinnati to Detroit and Port Huron Ferry without transhipment or breaking bulk. The repor says:

The geographical position of the Dayton and Michigan road, across the State of Ohio from Cincinnati to Toledo, is one of unparalleled strength, and when fully conditioned and equipped may defy any competition between the Ohio River at Cincinnati and Lake Erie, notwithstanding the extensive combination of old and wealthy lines to neutralize its advantages. The Cincinnati and Cleveland line is fifty-six miles or twenty-eight per cent. longer than the Dayton and Michigan and the heavier grades, so that if prices are put at the net cost of transportation on the long line, it will leave a greater margin of profit to the Dayton and Michigan line than has heretofore been realized by the long line on the same traffic. The advantages over the Sandusky, Dayton and Cincinnati line, in distance and grades, are not as great as those over the Cleveland route, but the harbor and shipping facilities at Toledo are so much superior to Sandusky that the former must always have the preference for shippers.

Since the date of the last annual report, there have been put on the road four passenger cars, eighty-five freight cars, and eight new locomotive engines, all of first-class work, making the present equipment of the road as follows:

16 locomotives, 10 first-class passenger cars, 1 second-class do., 3 baggage cars, 97 box freight cars, 14 stock cars, 40 platform cars, 90 gravel cars, 24 hand cars.

During the year there have been erected six wood-sheds, and six water stations; also at Dayton, a very commodious brick depot, 200x40 feet. Of this length, 40 feet is carried up two stories high, giving on the second floor eight good rooms for general offices, etc. This arrangement brings all the operations of the Board at Dayton under the immediate supervision of the officers of the Company. Telegraph poles have been set along the whole line and the wire strung and in actual use between Dayton and Lima. The whole line will be up and in use by the first day of June.

The title in full to eight acres of land in the town of Lima, has been acquired by the company, and is being devoted to the purposes of shops, yards, side tracks, etc., etc. A locomotive stable to contain ten engines; a machine shop, sixty feet square, and a carpenter shop 60x160, are being finished. The buildings are of brick, roofed with iron. The company own an extensive bank of clean gravel near Leipsic station.

Under a by-law of the Company the capital stock bore interest until the completion of the road, and payable in stock or cash. On completion of the road notice was given that no interest would be allowed on stock after September 1, 1859, and that accrued interest would be paid in stock; stockholders being requested to return old certificates and receive new ones in lieu thereof. So far as returned, new certificates have been issued, and stand as follows:

New certificates	$1,297,579 75
Old do.	816,864 79
Total	$2,114,444 54

Mortgage bonds are 3,000, of $1,000 each, as follows:

First mortgage,	300	$300,000 00
Second do.	2,700	2,700,000 00
Total	3,000 bonds	$3,000,000 00

Of the second mortgage bonds there were 300, amounting to $300,000, irrevocably pledged to redeem the three millions of first mortgage bonds. Of these bonds there have been sold as follows:

First mortgage, 300		$300,000 00
Second do. 2,200		2,200,000 00
Total. 2,500 bonds		$2,500,000 00

Leaving unsold, but hypothecated to secure the indebtedness of the Company for iron, 500 bonds —$500,000. Making the grand total $3,000,000.

GENERAL BALANCE SHEET.

Construction	$4,144,894 12
Interest and discount on bonds	586,016 48
Right of way	94,383 53
Engineering expenses	31,782 11
Union depot	348 25
Telegraph line	665 81
Taxes	18,818 31
Rolling stock	65,147 37
Machine shop (Lima)	15,960 73
Webster-street (Dayton) depot	5,330 07
Troy depot	716 14
Stock—interest account	196,021 47
Real estate—Trustee account and expense account	80,491 72
Engineering property	1,169 50
Dayton, Xenia and Belpre Stock	4,800 00
Lima bonds	500 00
Bills receivable	14,055 80
In hands of agents	13,903 11
Due from individuals	11,001 53
Due from other roads	12,153 45
Cash and cash items	7,707 15
Renewal account	6,452 90
Operating expenses	360,475 54
Total	$5,672,797 29

PER CONTRA.

Capital stock issued	$2,108,379 75
Capital stock paid in but not issued.	19,514 70
Mortgage bonds sold	2,504,000 00
Income bonds sold	9,400 00
Rents	21,522 60
Passenger and express earnings	364,525 44
Freight earnings, mileage	216,229 60
Bills payable	394,667 58
Due on pay roll	15,845 09
Due to individuals	16,316 54
Due to agents	1,768 49
Due to other roads	627 49
Total	$5,672,797 29

Alleghany New Wire Suspension Bridge at Pittsburg.

Length of Pittsburg (half) span	171	feet
" 2d (main) "	344	" 6 in.
" 3d " "	344	" 6 "
" Alleghany (half) "	177	"
Total length between abutments.	1,037	feet
Width of floor between the rail'gs	40	"
" road-way	20	"
" each sidewalk	10	"
Height of cast iron towers to saddles	32	"
Deflection of cables in summer	30	"
Diameter of inside cables		7½ in.
" outside "		4½ "
Number of No. 9 wires in each main cable	1,928	
Do. small cable	650	
Aggregate weight of cables	333,000	lbs.
Number of wire rope stays in each main span	40	
Aggregate strength of cables and stays	7,300	tons.
Weight of one main span	450	"
Superficial area of floor	13,000	sq. ft.
Maximum transitory load at the rate of 40 lbs. per sq. foot	260	tons.
Aggregate wt. of bridge and maximum load	740	"
Tension result'g from this weight.	1,080	"
Aggregate solid section of four anchor chains in surperficial inches	180	

The chains are anchored to cast iron plates, which are supporting a large mass of masonry. All this iron is imbedded in asphaltum, applied in a hot state, so that neither air nor water can reach it. The chains and that portion of the cables with which they connect inside of the masonry, is by means of this coating of asphaltum perfectly protected against oxidation. In addition to this, they are well grouted with cement, and all the masonry surrounding the chains is well grouted. Every precaution has been taken to secure this portion of the work, which is out of sight, in a permanent manner, that leaves no doubt as to its preservation.

The cast iron towers will be crowned with ornamental turrets, and when completed will present a fine appearance. The now open truss railings will be closed by neat paneling, in keeping with the style of the towers. Two toll-houses will be erected at each end of the bridge that will form appropriate and convenient entrances to the bridge.

J. A. ROEBLING.

Journal of Mercantile Law.

LIABILITY OF ACCOMMODATION INDORSER TO PAYEE OF NOTE.

The case of Moore *vs.* Cross recently decided by the N. York Court of Appeals decides in substance that where a party indorses a note, made payable to the order of a third person, without a consideration, he is, notwithstanding, liable to such payee, as an indorser for good consideration, if the payee would not otherwise have taken the note.

The note in question was made by one McGervey, payable to the order of the plaintiff and was given for coal sold by the plaintiff to McGervey, on the condition that the defendant Cross should indorse his note. Cross did indorse the note with knowledge of this understanding. Upon the trial of the case which was had before a referee, the complaint was proved in substance, and the referee reported in favor of the plaintiff. The judgment entered upon this report was affirmed at a General Term of the Supreme Court from which the defendant appealed to the Court of Appeals. The decision of the Court of Appeals, affirming the judgment and entering quite fully into the law of endorsements we give entire.

JOHNSON, CH., J.—This action is upon a promissory note made by one McGervey, payable to the order of James Moore, and indorsed in blank by John A. Cross, James Moore and John McNamee. The plaintiff is the James Moore to whose order the note is payable. It was proved that, upon a negotiation for a sale of coal by Moore to McGervey, Moore agreed to sell him the coal for his note indorsed by Cross, and for this purpose Cross indorsed the note. The sale accordingly took place, and the coal and the note indorsed by Cross were respectively delivered. The note was discounted for Moore at the Atlantic Bank, and being unpaid at maturity was duly demanded and notice duly given to Cross. It was subsequently taken up at the bank by Moore, the plaintiff. The question is whether, on this state of facts, Moore can recover in this action against Cross.

It is quite conceivable that, in the ordinary course of business, a promissory note may, before it falls due, come to the hands of a person who already appears upon it as payee, or indorser. In such a case he cannot maintain action against any of the parties whose indorsements are subsequent to the first appearance of his name. The legal reason is that each of those persons, on paying to him the note, would have an immediate right to demand payment from him on his earlier indorsement. The law, to avoid this circuity, denies an action to a party thus situated. If the note had passed through his hand without indorsement, or if it had been indorsed without recourse by him, the reason would not exist; and there could be no objection founded upon his prior holding or indorsement, to the maintenance of an action by him against the parties liable on the note.

Again, if a note be made and endorsed for the accommodation of A., who endorses it to another person, and afterwards, in the course of trade, again becomes the holder, he could maintain no action against the maker and indorser for his accommodation, notwithstanding their apparent liability to him on the face of the paper. The fact of the accommodation making and indorsing might be proved to defeat the action, and it would establish that the agreement of the parties, contrary to the legal inference from the face of the paper, did not impose a liability on the maker and indorser to pay the party suing. This, in principle, is very like what the plaintiff seeks to maintain in this case. Having brought his action as a holder, and producing the paper indorsed in blank, he has *prima facie* made out a title as such; and to rebut the inference which arises on the face of the paper, that a recovery by him against Cross, would only lead to a new recovery by Cross against him, he shows that the defence of circuity is not available against him, inasmuch as Cross could have, by the original agreement of the parties, no recovery against him. The case is, as to its legal merits, the same, as if Cross had taken up the paper from the bank and brought an action against Moore as payee, and in such a case no one could doubt the competency of the proof of the facts now in proof, or their conclusiveness to defeat Cross' action. Between parties thus standing in immediate privity with each other, an action could no more have been maintained by Cross against Moore than it could, had Moore been strictly an accomodative indorser for Cross. When this note was originally in Moore's hands, the blank indorsement of Cross could have been rendered entirely conformable to the real agreement and object of the parties by Moore's making his own indorsement without recourse in terms. Upon such an endorsement the paper would no longer have afforded a *prima facie* answer to Moore's action against Cross, nor could Cross have maintained that such an indorsement was unwarranted, as it would have exactly carried out the intention of the parties. Between these parties I can see no reason why the indorsement might not thus have been made at the trial; or why it may not now, being a mere matter of form, and the right to make it being proved, be treated as made.

Some confusion has been thrown around this subject from what has been finally settled to have been an error, treating such an indorsement as a guaranty, and charging the indorser as a maker or guarantor. This doctrine was advanced in Herrick *vs.* Carman, and was adjudged in Nelson *vs.* Dubois and Campbell *vs.* Butler. It was attacked in Dean *vs.* Hall and in Leabury *vs.* Hungerford, and was finally overthrown in Hall *vs.* Newcomb, and the same case in error. The chancellor, in his opinion in the latter case, says: "If the object of the second indorser was to enable the drawer to obtain money from the payee of the note, upon the credit of the accommodation indorser, he may indorse it without recourse; and, by such indorse-

ment may either make it payable to the second indorser, or to the bearer; and such original payer may then, as legal owner and holder of the note, recover thereon against such second indorser, upon a declaration stating such special indorsement by him, and subsequent indorsement of the note to him by the second indorser. He proceeds to say that the party might proceed on the common counts, giving a copy of the notes and indorsements; but that he must in either case, show demand and notice to charge the indorser. In Spies *vs.* Gilmore, the doctrine came before this court under slightly different circumstances. Want of demand and notice were held to be excused, upon the circumstance of the case, in the Superior Court. In this court it was discussed and decided on the question of the sufficiency of the excuse; and not an intimation is to be found throwing any doubt upon the position, that had those defects not existed, the plaintiff might have recovered. The later cases being upon written guaranties, and not upon indorsements, are not applicable to this case. The case of Herrick *vs.* Carman, and Tillman *vs.* Wheeler are entirely in harmony with this view. In neither of them was it made to appear that the second indorser put his name on the paper to give the maker credit with the payee. On that ground each of them was decided, while the whole scope of the opinions shows, that with that proof, the court would have sustained a recovery. The case of Waterbury *vs.* Sinclair, sustains the general position of the plaintiff, as do the opinions of Mr. Justice S. B. Strong and Mr. Justice Emott, though the decision of the former was overruled upon the ground that there should have been an actual indorsement without recourse. It seems to me that, under the present system, if a right so to indorse appears, and it may be done even at the trial, that substantial justice is promoted by regarding it as done, and looking upon its actual doing as the merest matter of form. The recovery was founded on correct legal principles. The fact that an indorsement without recourse would present exactly such a case as might frequently happen in the transaction of business, and if so happening would strike no one as violating the ordinary theory of promisiory notes, shows that the real rites of these parties are capable of being enforced without violence to any rule of law, under the contract they have actually made. All the judges concurring.

Texas and New Orleans Railroad.

The road was entirely finished some four or five days since, from Beaumont to within three miles of the Trinity river at Liberty, and is by this time complete to the river, a distance of forty-three and three-quarter miles. Detachments of laborers and mechanics under sub-contractors, are at work at short intervals, on the whole route from Houston to the Sabine, some grading between the San Jacinto and Houston; some constructing the bridge over the San Jacinto which is now nearly completed; some grading and cutting cross-ties between the San Jacinto and the Trinity; some driving piles in the low places of the bottom west of the Trinity, (on the east of the Trinity the ground is high,) some constructing a bridge over the Neches; and others grading to the eastward between the Neches and the Sabine. The iron for the entire road is either now on the ground or in this city, and ready to be sent to the spot as soon as the road bed is ready. The bridges are all contracted for by Messrs. Pride & Bloomer, on the Howe Truss Patent plan. They will be completed in a short time; and that over the Trinity, which will be the last finished, will be done by the 1st of July.

We are assured that the entire road from Houston to the Sabine will be completed by or before November 1st next. The distances are as follows: from Houston to Liberty, 39 miles; from Trinity to Beaumont, 43¾ miles; from Beaumont to Sabine, 22 miles.—*Galveston Cirilian.*

A Moseley Iron Aqueduct on the Ohio Canal.

Through the intelligence and public spirit o Major Backus and Gen. Dodge, Canal Commissioner and Engineer of the Ohio Public Works, we are now enabled to record the successful erection of a Moseley Iron Aqueduct and its application to practical daily use on the Ohio Canals. The stone aqueduct over Furnace Run, eleven miles north of the town of Akron, in Summit county, having been washed away, and it being desirable to erect another structure of an equally substantial character, but possessing greater advantages in respect to water room below, these gentlemen invited proposals from the Moseley Bridge Company, and we can testify from an examination of the work, which we deemed of sufficient importance to justify a personal visit, that they have succeeded in obtaining as simple, perfect, and strong an Aqueduct as there exists in this or any other State. We found on measurement that the extreme span of the structure was 47 feet, the length of trunk supported by it 39½ feet, the width of the water way 21 feet, and its depth 4 feet, giving it a capacity of 3,318 cubic feet of which, at 62½ lbs. to the foot, makes a permanent burden of over 103 tons weight of water. Adding to this the weight of timbers, 32 tons, and we have an aggregate permanent load of over 135 tons.

The arches to support this weight are made of the best quality of plate iron, three-eights of an inch thick, disposed in an isosceles triangular tube —having an elevation of 14 inches. The theoretical strength of the structure is 600 tons, and the experiments of the Bridge Company show that it would be perfectly safe to load it to the extent of 420 tons. Thus it will be seen that its actual strength is about four times its permanent load, and its practical strength nearly three times that much. The stirrups and suspension rods are made of ⅞ inch round iron, and number one to every 18 inches of chord. The chord is composed of 3 bars, 4 inches by ⅝ths.

The feet of the arches rest upon stone pillars 4 feet square, and fully 2 feet above the water level. Depending from the chord are ⅞th rods, about 8 feet in length, supporting the floor-beams of the trunk. The arches are held in position laterally by three setts of wrought-iron truss beams over head, which effectually prevent any deflection in a lateral direction. The water was let in on the 27th of April, and such is the character of the structure that up to this time there has been no perceptible vertical deflection.

We have been thus particular in describing this Aqueduct, because we believe the Moseley Bridge to be one of the real improvements made in structures of this character. And we are pleased to see an adaptation of the best material which the engineer now has at his disposal, arranged in its best and most economical form, to the actual wants of our most important public works. The wooden structures which have been so common on our canals lack both strength and durability, and cost for continual repair almost the price of a new Aqueduct every four years.

While stone structures, as in the present instance, from the massive character of the underworks necessary to support it, interferes so seriously with the current below, as to endanger their stability. In the iron Aqueduct now under consideration, we have both these difficulties obviated, and a permanent structure, needing little repairs, and furnishing ample water-way below afforded at a trifling advance over the cost of a wooden aqueduct. From its peculiar construction also, should it be desirable from any cause whatever, to renew any of the timbers in the trunk, it can be done at pleasure without displacing the water or delaying the traffic. And the whole trunk may be raised or lowered with a very small force, and in a very short time. Another feature of great importance to the engineer in the erection of an Aqueduct, is the character of the masony needed to support these structures, as compaired with that needed for almost any other. The thrust of the arch is all sustained by the chord bars, so that the abutments have to sustain nothing but the actual weight of the superstructure. This feature gives it an immense advantage over the stone Aqueduct, as far as cost of under supports is concerned, while as far as regards time and labor of erection, one of these structures can be erected complete in less time and very little more expense, than is required in the preparation of the wooden centre needed for the stone aqueduct. And such is the accuracy of adjustment afforded that the joint, between the permanent bed of the canal and the aqueduct, is almost absolutely perfect.—*Railroad Record, May* 10.

The "Novelty" Steam-Power Passenger Car.

On Saturday last the car "Novelty," built by Kimball & Gorton, which is driven by an engine built by M. W. Baldwin & Co., made a trip to Norristown; and of the passengers on board, there was not one—we feel warranted in saying—who did not believe that the days for heavy engines and long trains on short roads, are numbered; and that, in a short time, single steam cars will succeed to the passenger business on omnibus roads, and on the suburban portions of trunk lines.

The car "Novelty" will seat thirty-eight passengers; the engine has power for a speed of thirty miles an hour; the boiler occupies a vertical position on the front end of the car; the gearing, which in most of its parts is similar to a locomotive, is under the floor, and the water tank—an iron pipe—is within the seats, which extend lengthwise along the sides of the car. The weight of car and engine, ready for service, is only 15,000 pounds. The engine has two horizontal cylinders 5 inch diameter, 12 inch stroke; the car stands upon a pair of drivers 3½ feet diameter, and a truck. The machinery occupies but 2½ feet of the body of the car, additional to the space occupied on the platform of horse-power cars by the driver.

On a short road, stocked with steam cars, the rail might be at *least* one-third less than the weight of rail on roads traversed by heavy locomotives, and the whole superstructure would be less costly for original construction and for maintenance in good repair. Clearly we are on the threshold of an improvement in the transit of passengers on short roads, and in the accommodation of local travel at city ends of far-reaching trunk lines.—*U. S. R. R. & Mining Reg., May* 9.

Southern (Miss.) Railroad.

We lean with pleasure that the Southern Railroad is making giant strides toward Meridian—that the track laying will reach *Lake*, in Newton county, one hundred miles from Vicksburg by, or before 1st June, and that the entire road will be ready for the trains to run between Vicksburg and Meridian in the month of October next.—*Vicksburg Whig.*

Suez Canal Commenced.

A letter from Alexandria, in the Paris *Patrie*, gives some details relative to the state of things connected with the Suez Canal: Whilst negotiations are being carried on between the Porte and the European Powers on the subject of the canal, the preparatory works advance in Egypt. Two moles are being constructed at Port Said, one of which will run out 2,000 metres into the sea, and the other 800. Stations, large sheds, and other establishments of a certain extent, are being built between Port Said and Suez, and a large town is to be founded half-way between the two places, which will be named after the son of the Viceroy. The number of European workmen employed is about 700, but the native laborers count by thousands. The principal works will, it is hoped, be commenced in a few months.

Pacific Mail Steamship Company.

The President of the Pacific Mail Steamship Company makes the following statement:

I present herewith, on behalf of the Board of Directors, a statement of the condition of the Pacific Mail Steamship Company on the 1st of May, 1860.

The assets therein stated have been recently again valued with care by a Committee of three Directors. The previous valuation was in May, 1858, since which time all outlay on the property then belonging to the company has been charged to profit and loss.

The reduction for depreciation of steamships, as adopted, is $290,899.70, being at the rate of fifteen per cent. per annum, from May 1, 1858, less the certain expenditures for repairs of a permanent character.

Surplus May 1, 1860	$911,188 61
Amount charged off for depreciation.	290,899 70
Making surplus with the old valuations of	$1,202,088 31
Surplus on Nov. 1, 1859	1,013,158 46
Net earnings between Nov., 1859, and May 1, 1860	$188,929 85

The investment in steamships has been further changed by the purchase of the Washington, and the loss of the Northerner, by striking a sunken rock off Mendocino, not laid down on the charts. She was insured for the sum of £15,000.

You were advised by our report of Nov. 8, 1859, of the formation of the North Atlantic Steamship Company. The option then reserved of taking the steamer Adriatic, or, in lieu of her, the Baltic or Atlantic, was subsequently surrendered, and the Pacific Mail Steamship Company became, and is now, a stockholder in the North Atlantic Steamship Company to the extent of 4,000 shares.

The steamers of that company were withdrawn from the California route, after the voyage of 5th March, under a contract made with the Atlantic and Pacific Mail Steamship Company and Mr. C. Vanderbilt, to secure harmonious running, by leaving to the Atlantic and Pacific Steamship Company the Atlantic service, and confining the operations of this company to the Pacific Ocean. This contract is for the term of five years from the 17th of February, 1860.

Under this, our capital stock has been increased to $4,000,000, or 40,000 shares, the limit of the charter. Of this issue, 5,000 shares are deposited in escrow to be delivered to the Atlantic and Pacific Steamship Company, upon the final transfer to this company of the titles of the four steamers, Uncle Sam, Orizaba, Cortez, and Sierra Nevada, which are now embraced in the annexed statement of assets. They become the property of this company with the good-will of the Atlantic and Pacific Steamship Company and Mr. Vanderbilt on the Pacific. In addition to the delivery of the stock named, there will be payable $250,000 in monthly instalments of 10 per cent. out of future receipts under the contract. We secured, but decided not to avail of, the option of purchasing the Champion, the fifth steamer of the Atlantic and Pacific Steamship Company. She is now on her way to New York, and to meet the outlay for the voyage around, the further amount of $50,000 will be paid to the Atlantic and Pacific Steamship Company.

Against these payments, we are to receive under the arrangement our proportion of the mail pay, under the contract of said company with the Government, for three months, at the gross rate of $250.000 per annum, or $43,750.

We are also to receive the mail pay of the Panama Railroad Company for the year 1860, the established rate of which per annum is $100,000, but they have now no binding contract beyond June 30, 1860.

This last contribution grows out of the general features of the agreement, among which there is a provision for a thrice-monthly line of steamers, and the guaranty of ample facilities for the transportation of freight at rates which must command large shipments.

The steady increase of the freighting business, and the stimulus given to travel by the discovery of new mines in California, justify our thus affording increased facilities for both, and we may feel confidence that the future organization of the line throughout will meet, as to the speed and general efficiency, all reasonable public requirements. On the other hand, by adopting a division of earnings as favorable to this company as that arranged with the North Atlantic Steamship Company, the business becomes mutually beneficial, and gains the best element of permanency.

By this new distribution of the tonnage for some time past on the route, the ends aimed at by us in the establishment of the North Atlantic Steamship Company have been attained; and, at the same time, the all-important object of a discontinuance of the competition, under which our receipts barely equaled our expenses, even with the well-balanced economy which has been established during such competition.

The identity of interest essential to entire harmony between the connecting lines is strengthened by the agreement of the Atlantic and Pacific Steamship Company and Mr. Vanderbilt, to receive as a permanent investment, 5,000 shares of our stock, towards payment of property transferred to this company.

The departures from New York have been thrice monthly since March, but irregular. The thrice-monthly line will be formally and permanently organized in July, 1860, and the steamers leave New York and San Francisco on the 1st, 11th, and 21st of each month.

ANNUAL STATEMENT OF THE PACIFIC MAIL STEAMSHIP COMPANY, MAY 1, 1860:

ASSETS.

Cash in Bank of America		$9,736 04
Cash in New York Life and Trust Co.		200,874 90
Cash in United States Treasury Notes		609,800 00
Cash in State and City Securities		80,480 18
Cash in United States Government		158,154 90
		$1,059,055 02
Cost of coal at depots in the Pacific and in transitu	$371,376 00	
Outfits and supplies at Panama	75,839 92	
Same at San Francisco.	71,181 39	
Same in transitu	5,519 83	
		523,917 14
Stock in the North Atlantic S. S. Co.		400,000 00
5,000 shares Company's Stock held in escrow on account of four steamships, titles to which to be conveyed by the Atlantic and Pacific Steamship Company		500,000 00
13 steamships, old valuation	$1,971,471 70	
Deduct for depreciat'n	290,899 70	
New valuation	$1,680,572 00	
		1,680,572 00
Store ships, iron screws, &c.		57,617 00
Machinery, tools, &c., at Benecia		81,000 00
Real estate at Panama	$11,920 00	
Real estate at Islands in Bay of Panama	41,447 96	
Real estats at San Diego.	1,850 00	
Real estate in San Francisco	70,709 32	
Real estate at Benecia	290,900 69	
Real estate at St. Helen's, Oregon	17,500 00	
		434,327 97
Cash in hands of Agents in the Pacific	$73,847 18	
Cash rem'ted thence, now on the way	40,000 00	
Cash in hands of pursers.	34,284 54	
		143,131 72
North Atlantic Steamship Company		14,072 02
Unexpired policies of insurance		12,000 00
Personal		495 74
Total		$4,911,188 61

LIABILITIES.

Capital Stock	$4,000,000 00
Surplus	911,188 61
Total	$4,911,188 61

Victoria Bridge.

SCHENECTADY, N. Y., May 17, 1860.

Dear Sir—In the *very valuable* articles on the Victoria Bridge does the author use £ sterling, or £s of Canada, when he writes? Does he use the gross ton (English) or net ton (American)?

A note in next number is desirable.

Yours

WM. M. GILLESPIE.

HENRY V. POOR, Esq.

Whenever pounds in money are expressed, sterling is intended.

The weight of the Victoria tubes and of all English bridges is given as found in the descriptions of the various structures referred to, and is, therefore, no doubt, expressed in gross tons, but the weight of American bridges, whether of wood or iron is expressed in net or American tons. This makes the comparison still more favorable for the American bridges quoted.

Memphis and Ohio Railroad.

This important road has been opened to Paris 130 miles from Memphis. It is to be continued from Paris to the State line, eighty-one miles further, by the Memphis, Clarksville and Lousville Railroad. Thirteen miles of this, from Clarksville to the State line, will be run in connection with the Edgefield and Kentucky road, and upon the remaining sixty-eight miles two parties are now engaged in laying rails, two more are to be put on in the fall, and the officers of the road confidently count upon completing it during the present year. A branch of the Louisville and Nashville Railroad, running from Bowling Green to the State line, a distance of fifty miles, and which is to be completed by November, and the Louisville and Nashville road from Bowling Green, will form a perfect railroad connection between Memphis and Louisville.

New Route West.

We learn that the New Jersey Central Railroad have made new arrangements and connections with the Lehigh Valley, the East Pennsylvania, and Reading Railroads, for runing an express train, by which Harrisburg can be reached in six hours and forty minutes from this city. The new timetable arrangement will go into effect on Monday, the 28th inst., on and after which date an express train will leave New York daily at 6 a. m., pass Reading at 10:40, and arrive in Harrisburg at 12:47 noon, in time to connect with the Pennsylvania Railroad train going West.

Grand Rapids and Indiana Railroad.

From Mr. Wildes, Chief Engineer, we learn that twenty miles of the Grand Rapids and Indiana Railroad, from Cedar Springs to Muskegon, have been located and surveyed. Members of the engineer's party speak in glowing terms of the country through which they have passed, it being a very fertile soil and heavily timbered, and so level that the grading will be very light. Indeed, it is expected that $60,000 will be sufficient to grade, bridge, and lay the ties the whole distance. The Board of Directors hold a meeting in Kalamazoo on Tuesday next, and, as they have received some bids for grading, the job will probably be let at

that time, and the work pushed as rapidly as practicable.—*Grand Rapids, Enquirer, May* 18.

Cincinnati Stock Sales.

By KIRK & OHEEVER.

For the week ending May 22, 1860.

BONDS.	Per cent.	
Little Miami, 1st Mort.	86	and int.
Covington and Lexington, 1st Mortgage	70	"
" " " 2d "	70	"
" " " Income, pref.	12½	
Ohio & Miss., E D., Construction	17	
Cinc., Ham. and Dayton, 2d Mortgage	86	and int.
" " " 1st "		"
Indianap. & Cincinnati, do. do.	72	

STOCKS.	
Cincinnati, Hamilton & Dayton	Ex Div. 70½
Columbus and Xenia	85
Indianapolis & Cincinnati	40
Little Miami	86

Railroad Earnings.

The following is a comparative statement of the earnings of the North Pennsylvania Railroad Company:

Earnings in April, 1860	$32,280 56
Do. do. 1859	28,781 95
Increase	$3,498 61
In first five months of fiscal year	$149,687 81
Same months last year	129,034 07
Increase	$20,653 74

The receipts of the Grand Trunk Railway of Canada, for the week ending May 5th, 1860, were | $60,329 62
Corresponding week, 1859 | 46,923 76
Increase | $13,405 86
Total traffic from July 1, 1859 | $2,467,946 65
Do. for same period last y. | 1,947,566 45
Increase | $520,380 20

The earnings of the Pennsylvania Railroad for the month of April, 1859 and 1860, were as follows:—

	1860.	1859.
Passengers	$143,326 75	$145,677 58
Freight	358,231 56	307,831 18
Sundries	10,749 28	8,917 02
Total	$512,307 59	$462,425 79
Increase in 1860	$49,881 81	

For four months of 1860:

	Passengers.	Freight.	Sundries.
January	$87,566 85	$274,111 92	$5,020 73
February	97,745 36	301,438 54	10,512 34
March	143,488 43	431,518 78	6,820 07
April	148,326 75	358,231 56	10,749 28
Total	$472,127 62	$1,365,300 80	$33,202 92

	Total.
January	$366,699 40
February	409,796 74
March	581,327 28
April	512,307 59
Total	$1,870,631 10

Earnings from January 1, to May 1, 1860, compared with the same period of 1859:

	1860.	1859.
Passengers	$472,127 38	$497,417 62
Freight	1,365,300 80	1,225,422 30
Sundries	33,202 92	38,213 76
Total	$1,870,631 10	$1,789,053 68
Increase		$81,577 32

The earnings for March, ($581,827 28) 1860 are greater than those of any single month before in the history of the road except April, 1856, the earnings for which exceeded $601,000. The earnings for the first four months of 1860 exceed those of the same period in any previous year since the opening of the road to business.

The following is an abstract from the report of the receivers of the Central Ohio Railroad for March:

RECEIPTS.

To balance, as per last report		$22,935 17
From mail re'ts prior to May 1, 1859		8,522 73
From passengers business	$22,160 79	
From freight business	40,802 02	
From express business	1,651 22	
From mail business	16,711 74	
From mileage on cars	781 48	
From other sources	184 15	
		82,291 40
		$113,749 30

DISBURSEMENTS.

Payments made for liabilities incurred prior to March, 1860	$58,865 56
Expenses of transportation department.	9,407 18
Expenses of machinery department	10,875 57
Expenses of road department	11,832 69
Expenses of construction department	1,815 71
Fuel	5,096 64
General expenses	1,483 05
Total	$99,376 40

Liabilities incurred in March and remaining unsettled, $18,974 66.

The following are the earnings of the Indianapolis and Cincinnati Railroad in April:

April, 1859	$29,555
" 1860	35,200
Increase	$5 645

The following are the earnings of the Great Western Railway for the week ending May 11th, 1860:

Passengers	$18,291 08
Freight and live stock	16,650 86
Mails and sundries	1,337 10
Total	$36,279 04
Corresponding week of last year	34,029 40
Increase	$2,249 64

The following are the earnings by the Chicago, Burlington and Quincy Railroad for the second week in May, exclusive of earnings for excursion trains, were in—

	1859.	1860.
Freight	$15,466 36	$44,945 00
Passengers	8,818 55	9,738 75
Totals	$24,284 91	$54,683 75
Increase		$30,398 84
Add increase for first week in May		20,572 93
Total increase for first half of May		$50,971 77

The following statement shows the business of the Philadelphia and Reading Railroad Company for the month of April:

	1860.	1859.
Received from coal	$169,773 22	$134,514 98
Do. merchandise.	53,114 64	47,537 18
Do. travel, etc.	34,232 42	33,422 43
	$248,110 28	$215,475 59
Transportation, roadway, dumpage, renewal Fund, and all charges	130,102 65	112,374 83
Net profit for the m'th.	$118,007 63	$103,089 73
Do. for previous 4 mos.	344,395 66	295,959 77
Total net profit for 4 months	$462,403 29	$399,059 73

Already the net profits for the first five months of the year to the end of April is about $63,000 over what it was to corresponding time last year. The increase is in every item of the report, and this, too, with a very slight increase of transportation, dumpage, renewal fund, etc.

The earnings of the Great Western Railroad Company of Illinois were:

March, 1860	$37,028 27
April, 1860	35,890 31
Total	$72,918 58

The earnings of the Sandusky, Mansfield and Newark Railroad Company were:

March, 1860	$12,927 02
April, 1860	13,787 88
Total	$26,714 90

The earnings of the Pacific Railroad of Missouri for April were as follows:

	1860.	1859.
Passengers	$31,182 63	$27,646 55
Freight	23,902 60	31,902 32
Mails	2,037 50	2,100 00
Total	$57,122 73	$61,648 87
SOUTHWEST BRANCH.		
Passengers	$470 40	$1,921 55
Freight	541 69	2,116 35
Total	$1,012 09	$4,037 90

Cincinnati, Wilmington & Zanesville R. R.

The election of directors of this road took place at Lancaster, on the 17th inst. The gentlemen chosen were: J. A. Adams, P. Bartram, N. Sleigh, D. Tallmadge, W. Griswold, — McCrea, D. McLean, Wm. Fife, and — Quinn.

Marietta and Cincinnati Railroad.

It is stated, with some appearance of authority, that Mr. FERNIE, of London, England, who, with Mr. ROELOFSON and other parties interested in the re-organization of the Marietta and Cincinnati Company, have been in town for several days past, is about to have a thorough examination of that line, made by competent parties, with a view to the commencement of operations for putting the road bed, as well as the equipment, in complete condition. The great improvement in the earnings of the Marietta and Cincinnati during the last eight months, has materially changed the views of the European as well as American bond-holders, and given a new value to the Company's securities and in the new organization. It is a fact, worth noting in this connection, that there is not a road in Ohio—the Cleveland and Pittsburg and the Cincinnati, Hamilton and Dayton excepted—that is to-day capable of making a higher speed, with safety, than the Marietta line between Chillicothe and Loveland junction with the Little Miami. The through trains are almost always on time at either termini, and in one instance last week, were run at the rate of forty-eight miles per hour without any extra strain.—*Cin. Commercial, May* 22.

Tennessee Copper Mines.

The copper district in Tennessee lies in Polk county, in the south-eastern part of the State, bordering upon the States of Georgia and North Carolina. Polk county is in the heart of the Cherokee Nation, from which the Indians were removed in 1836. Mining has been pursued for about ten years, with few facilities of labor or transportation, yet with favorable results. The "Union Consolidated Mining Company" has four furnaces in use, and four more under construction, to be ready in the spring. The mining area embraced in its operations is over 3,200 acres. The production of ore during the last seven months of 1859 was 4,079 tons, equal to 580 tons pure copper, worth at least $250,000. The yield this year is expected to double that of the last. A first semi-annual dividend is to be declared, payable July 1, 1860. The "Polk County Copper Company," organized in New Orleans, has purchased mines, and is preparing for operation on an extensive scale.

Railroads of the State of New York.

(Continued from p. 421.)

Corporate Titles of Companies.	Chartered in the year.	Capital. Share Capital.	Bonded Debt.	Floating Debt.	Total.	Cost of Road and Equipm't.	Length of Road.	Gross Earnings. Passenger.	Freight.	Mails, etc.	Total.	Operating and Repairs.	Earnings less Expenses.	Dividends. Amount.	Rate
		$	$	$	$	$	M.	$	$	$	$	$	$	$	p. c.
1844.															
Mohawk and Hudson		1,000,000	225,000	89,000	1,314,000	1,307,502	16.86	66,294	10,060	4,229	80,583	34,041	46,542	*nil.*	*nil.*
New York and Harlem		1,200,000	..	..	1,200,000	1,204,846	26.01	138,190	2,495	..	140,685	78,286	62,399	"	"
Saratoga and Schenectady		300,000	..	..	300,000	303,658	21.50	28,067	4,935	2,745	35,747	29,867	5,880	"	"
Buffalo and Black Rock		21,650	..	..	21,650	21,650	3.00	2,000	..	..	2,000	1,500	500	"	"
Rensselaer and Saratoga		325,000	150,000	..	475,000	475,801	25.26	23,629	6,903	11,390	41,932	29,531	12,401	10,500	3½
Brooklyn and Jamaica		284,850	85,000	..	369,850	369,850	11.00	..	..	..	..	..	33,000	22,788	8
Utica and Schenectady		1,600,000	500,000	68,665	2,168,665	2,168,665	78.00	306,279	9,402	29,580	345,261	132,838	212,423	160,000	10
Buffalo and Niagara Falls		200,000	..	..	200,000	200,000	22.00	23,279	..	1,500	24,779	10,908	13,871	12,000	6
Long Island		1,200,000	450,000	..	1,650,000	1,610,221	49.00	143,301	10,155	..	153,456	94,460	58,996	*nil.*	*nil.*
Tonawanda		500,000	250,000	..	750,000	727,300	43.50	92,639	15,722	5,816	114,177	38,312	75,865	23,337	4
Hudson and Berkshire		300,000	250,000	25,000	575,000	575,613	31.50	9,088	16,853	..	25,941	24,000	1,941	*nil.*	*nil.*
Lockport and Niagara Falls		197,000	..	..	197,000	197,000	23.00	12,000	800	..	12,800	10,000	2,800	"	"
Auburn and Syracuse		400,000	200,000	66,656	666,656	666,656	26.00	80,553	..	..	80,553	44,193	36,360	31,547	8
Syracuse and Utica		1,000,000	150,000	1,576	1,151,576	1,151,576	53.00	181,647	3,457	9,577	194,681	80,824	113,857	80,000	8
Lewiston		27,050	..	..	27,050	27,050	3.34	4,758	522	..	5,280	3,345	1,935	1,200	5
New York and Erie		2,000,000	2,750,000	300,000	5,050,000	4,762,435	53.00	46,179	79,841	..	126,020	66,945	59,075	*nil.*	*nil.*
Albany and West Stockbridge		1,000,000	..	768,688	1,768,688	1,768,688	38.00	..	..	..	..	..	106,120	60,000	6
Auburn and Rochester		1,250,000	500,000	56,250	1,806,250	1,796,342	78.00	215,247	7,808	14,612	237,667	85,660	152,007	105,000	8
Schenectady and Troy		640,799	..	..	640,799	640,799	20.50	31,067	1,578	217	32,862	26,281	6,581	*nil.*	*nil.*
Attica and Buffalo		338,650	..	..	338,650	336,211	31.95	64,339	5,593	3,316	73,248	25,215	48,033	33,865	10
Cayuga and Susquehanna		18,000	..	..	18,000	18,000	28.75	..	..	..	..	..	..	*nil.*	*nil.*
Skaneateles and Jordan		27,000	..	..	27,000	27,000	5.00	1,200	..	..	1,200	700	500	"	"
Total		13,829,999	5,510,000	1,375,835	20,715,834	20,356,863	688.17	1,469,756	176,124	82,982	1,728,872	816,906	1,051,096	540,237	..
1845.															
Mohawk and Hudson		1,000,000	450,000	10,990	1,460,990	1,460,990	16.91	79,645	14,781	4,068	98,494	37,367	61,127	*nil.*	*nil.*
New York and Harlem		1,200,000	..	..	1,200,000	1,213,456	26.01	167,554	9,883	..	177,437	81,958	95,479	"	"
Saratoga and Schenectady		300,000	..	..	300,000	300,000	21.50	30,468	5,290	1,104	36,862	24,480	12,382	6,000	2
Buffalo and Black Rock		21,650	..	..	21,650	21,650	3.00	1,176	..	..	1,176	650	526	*nil.*	*nil.*
Rensselaer and Saratoga		300,000	175,000	..	475,000	475,801	25.26	28,458	6,937	9,781	45,176	33,943	11,233	12,000	4
Brooklyn and Jamaica		300,000	85,000	..	385,000	440,000	11.00	..	..	..	..	..	33,000	24,000	6
Utica and Schenectady		1,600,000	500,000	89,505	2,189,505	2,189,505	78.00	358,810	41,769	15,489	416,068	147,558	268,510	160,000	10
Buffalo and Niagara Falls		200,000	..	..	200,000	217,472	22.00	25,804	1,877	912	28,593	13,530	15,063	11,866	6
Long Island		1,300,000	450,000	10,000	1,769,000	1,753,047	86.50	147,650	19,675	172,909	340,234	300,264	39,970	*nil.*	*nil.*
Tonawanda		580,000	150,000	40,000	770,000	783,409	43.50	89,897	20,311	6,570	116,778	37,006	79,772	57,991	10
Hudson and Berkshire		300,000	250,000	25,000	575,000	575,928	31.50	8,367	27,572	..	35,939	23,000	12,939	*nil.*	*nil.*
Lockport and Niagara Falls		197,000	..	..	197,000	197,000	23.00	10,000	500	..	10,500	9,000	1,500	"	"
Auburn and Syracuse		400,000	250,000	25,000	675,000	675,239	26.00	79,500	15,577	4,725	99,802	44,326	55,476	32,000	6
Syracuse and Utica		1,000,000	100,000	16,872	1,116,872	1,116,872	53.00	182,484	12,946	8,859	204,289	105,796	98,483	80,000	8
Lewiston		24,000	..	3,050	27,050	27,050	3.34	4,758	272	250	5,280	3,345	1,935	1,200	5
New York and Erie		2,000,000	3,000,000	200,000	5,200,000	4,766,713	53.00	44,175	82,170	..	126,345	70,217	56,128	*nil.*	*nil.*
Albany and West Stockbridge		1,000,000	..	759,827	1,759,827	1,759,827	38.00	..	..	..	..	..	105,588	60,000	8
Auburn and Rochester		1,250,000	600,000	32,045	1,832,045	1,832,045	78.00	214,143	17,128	7,788	239,059	96,985	142,074	112,500	9
Schenectady and Troy		641,540	..	..	641,540	641,540	20.50	28,244	3,070	2,048	33,362	27,561	5,802	*nil.*	*nil.*
Attica and Buffalo		338,650	..	..	338,650	342,000	31.95	58,976	6,602	4,719	70,297	30,974	39,323	33,825	10
Cayuga and Susquehanna		18,000	..	..	18,000	18,000	28.75	2,079	10,648	45	12,172	13,725	*loss.*	*nil.*	*nil.*
Skaneateles and Jordan		27,000	..	..	27,000	28,211	5.20	852	1,538	1,140	3,530	3,803	"	"	"
Troy and Greenbush	1845	233,371	..	..	233,371	233,371	6.00	12,201	3,647	..	15,848	5,981	9,867	7,843	3½
Total		14,201,211	6,010,000	1,202,289	21,413,500	21,269,126	721.92	1,575,241	301,593	237,407	2,114,241	1,111,539	1,002,702	580,225	..
1846.															
Mohawk and Hudson		1,000,000	450,000	22,967	1,472,967	1,472,967	16.91	92,195	18,321	3,341	113,857	41,776	72,081	*nil.*	*nil.*
New York and Harlem		1,200,000	500,000	20,000	1,720,000	1,702,077	42.00	170,923	11,882	..	182,805	86,737	96,068	"	"
Saratoga and Schenectady		300,000	..	..	300,000	300,000	21.50	27,450	4,668	..	32,118	26,358	5,760	18,000	6
Buffalo and Black Rock		21,650	..	..	21,650	21,650	3.00	1,200	..	..	1,200	700	500	*nil.*	*nil.*
Rensselaer and Saratoga		300,000	175,000	..	475,000	475,801	25.26	32,367	8,183	9,984	50,534	41,469	9,065	9,000	3
Brooklyn and Jamaica		284,400	85,000	..	369,400	369,400	11.00	..	..	..	..	..	33,000	22,752	8
Utica and Schenectady		1,600,000	500,000	89,505	2,189,505	2,189,505	78.00	347,535	65,297	15,564	428,396	243,430	184,966	160,000	10
Buffalo and Niagara Falls		200,000	..	..	200,000	205,902	22.00	29,841	3,315	800	33,956	14,644	19,312	13,915	8
Long Island		1,300,000	450,000	9,523	1,759,523	1,759,523	86.50	142,080	24,975	128,673	295,278	351,505	*loss*	*nil.*	*nil.*

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								ALABAMA.													
30 Jun. '59	43.3	—	....	72.3	3	2	19	*Alabama and Florida*	1,086,278	*	—	539,396	473,500	101,205	1,127,174	27.3	.....	59,430	22,359	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	.....	55,791	31,852	—	....
31 May '59	99.2	—	....	68.4	7	7	84	*Ala. and Tennessee Rivers*	2,101,007	144,549	—	1,054,915	713,226	212,496	2,264,468	99.2	76,133	155,628	78,907	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	.....	*Mobile and Girard*	1,500,000	*	—					57.0	236,791	76,773	21,006	—	....
1 Jan. '59	319.2	14.7	....	213.0	25	18	361	*Mobile and Ohio*	7,252,801	681,859	114,894	3,441,859	4,051,547	726,546	8,360,702	202.0	372,300	769,787	420,000	—	....
28 Feb. '59	88.5	28.4	....	—	20	14	272	Montgomery and West Point	1,819,403	279,435	100,000	1,419,672	922,621	18,956	2,462,492	116.9	.....	446,153	211,880	6	....
16 Dec. '59	—	—	—	295.8				*North East and South West*	728,000	*	—	105,760	.....	.....	.....					—	....
.. .. ..	—	—	—	26.1				Tennessee and Ala. Central	.....	.....	.....	.....	.....	.....	.....					—	....
								ARKANSAS.													
.. .. ..	—	—	—	301.4	—	—	—	Cairo and Fulton	.....	.....	.....	.....	.....	.....	.....					—	....
30 Nov. '58	38.5	—	....	107.5	...	...	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Sep. '59	22.5	—	....	41.8	...	...	.....	Sacramento Valley	1,547,100	*	—	791,100	756,000	—	1,547,100	22.5	.....	211,420	115,076	—	....
								CONNECTICUT.													
31 Jan. '59	23.9	—	....	—	3	6	30	Danbury and Norwalk	333,237	49,773	—	279,050	85,000	3,502	404,622	23.9	.....	56,044	20,618	6	....
30 Sep. '59	122.4	—	....	75.1	16	20	250	Hartford, Provid. and Fishkill	3,903,455	302,511	—	1,936,740	1,810,500	319,443	4,323,922	122.4	246,523	333,500	152,777	—	....
31 Aug. '59	61.4	10.6	....	—	...	...	.....	Hartford and New Haven	3,108,018	254,000	102,889	2,350,000	964,000	16,463	3,932,432	72.0	314,763	723,460	204,134	10	126
31 Dec. '58	74.0	—	....	11	19	212		Housatonic	2,438,847	*	8,559	2,000,000	278,500	76,675	2,555,837	159.0	.....	271,273	66,330	—	....
31 Dec. '58	57.0	—	....	7	15	178		Naugatuck	1,578,301	*	—	1,031,800	437,550	30,713	1,706,802	57.0	.....	199,536	314,068	—	....
30 Nov. '58	62.3	—	....	—	—	—	.....	N. Haven, N. London and Ston.	1,470,661	*	11,050	738,538	750,000	.....	1,488,538	50.1	.....	76,758	8,946	—	....
31 Dec. '58	46.4	8.8	....	—	—	—	.....	New Haven and Northampton	1,400,000	*	—	922,500	500,000	.....	1,481,723	55.2	.....	158,652	loss.	5	....
30 Nov. '58	66.0	—	....	5	5	167		N. Lond., Willimant. & Palmer	1,561,241	*	5,453	510,900	1,055,600	272	1,575,147	66.0	91,134	104,464	30,512	—	....
31 Mar. '59	62.2	—	63.8	—	29	72	368	New York and New Haven	4,579,879	661,547	—	3,000,000	2,219,000	33,038	5,582,431	74.0	432,024	828,692	315,832	3	....
31 Mar. '58	59.0	7.0	....	—	...	...	.....	Norwich and Worcester	2,245,406	176,792	—	2,522,300	324,130	59,614	2,598,672	66.0	.....	265,417	44,587	—	57
								DELAWARE.													
31 Dec. '58	71.0	—	....	19.4	—	—	—	Delaware	1,146,311	*	—	252,561	735,000	123,750	1,146,311	71.0	.....	66,628	—	—	....
30 Nov. '58	14.3	—	....	—	—	—	.....	Newcastle and Frenchtown	699,514	—	25,000	762,320	—	—	767,278	14.3	.....	19,895	—	—	....
								FLORIDA.													
.. .. 59	154.2	—	....	—	—	—	.....	*Florida*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '58	—	—	....	45.1	...	...	.....	*Florida and Alabama*	292,291	*	—	317,847	154,000	70,620	543,237	—	—	—	—	—	....
30 Jun. '59	31.3	—	2.0	28.6	2	1	24	*Flo., Atlantic and Gulf Central*	396,310	28,608	—	205,781	204,600	164,670	594,836	19.3	.....	10,255	1,504	—	....
.. .. '59	26.5	3.9	....	227.0	...	...	.....	*Pensacola and Georgia*	.....	.....	.....	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
31 July '58	86.7	—	....	—	15	11	105	Atlanta and La Grange	1,179,381	*	—	1,000,000	187,500	23,384	1,459,075	86.7	.....	362,061	197,357	8	125
.. .. '59	30.0	—	....	133.5	—	—	—	Atlantic and Gulf—M. Trunk	.....	.....	.....	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '57	53.0	—	....	—	...	...	.....	Augusta and Savannah	1,032,200	*	—	733,700	298,500	.....	1,032,200	53.0	.....	125,427	69,679	—	....
30 Apr. '59	43.5	—	....	23.7	...	...	.....	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	31.0	.....	.....	.....	—	....
30 Nov. '59	191.0	—	....	—	54	28	636	Central of Georgia	3,750,000	*	826,171	3,750,000	106,267	—	5,977,106	229.0	790,030	1,633,947	839,604	10	....
31 Mar. '59	171.0	61.0	....	—	...	...	.....	Georgia (and Bank)	4,174,492	*	829,550	4,150,000	373,000	—	7,368,665	232.0	.....	1,154,621	544,363	8	100
30 Nov. '59	102.5	—	....	—	18	16	171	Macon and Western	1,500,000	*	—	1,438,800	23,000	7,101	1,967,776	102.5	213,180	375,250	209,785	11	103
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,373	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '59	106.1	56.5	14.8	44.3	15	18	166	South Western	3,165,000	*	—	2,254,000	631,000	.....	.....	147.2	171,758	547,876	337,769	—	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	832,343	454,541	—	....
								ILLINOIS.													
.. .. ..	220.0	—	....	—	—	—	.....	Chicago, Alton and St. Louis	10,000,000	.....	.....	3,500,000	4,500,000	.....	10,000,000	220.0	.....	.....	.....	—	....
30 Apr. '59	138.0	—	....	—	62	31	990	Chic., Burlington and Quincy	6,068,054	1,400,872	680,158	4,629,340	2,990,000	.....	8,149,084	210.0	.....	1,044,573	171,515	—	76
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284	—	....
.. .. '58	138.0	—	....	75.0	...	...	.....	Chicago and Northwestern	.....	.....	.....	4,250,000	6,350,000	2,500,000	13,330,000	138.0	.....	.....	.....	—	....
30 Jun. '58	181.8	—	....	—	58	57	960	Chicago and Rock Island	6,776,119	*	175,165	5,603,000	1,397,000	5,651	7,543,104	228.4	.....	1,407,846	629,029	—	70
10 Nov. '58	33.2	—	....	—	—	—	.....	Fox River Valley	580,000	*	—	—	580,000	.....	.....	84.0	.....	.....	.....	—	....
31 Dec. '58	121.0	138.5	73.6	—	60	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,003	6,026,400	3,783,015	292,466	10,300,517	326.5	808,231	1,547,561	620,328	4	65½
.. .. '57	175.0	—	....	—	...	...	.....	Great Western	5,022,926	*	—	1,600,000	3,088,426	334,500	5,022,926	175.0	.....	.....	.....	—	....
31 Dec. '58	454.8	252.5	....	—	113	96	2,305	*Illinois Central*	19,674,214	3,347,799	—	10,249,210	20,000,000	1,297,277	31,596,487	708.3	.....	1,976,578	556,624	—	61½
.. .. ..	—	—	—	81.5	—	—	—	Illinois River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. ..	148.0	—	....	—	...	...	.....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	.....	.....	148.0	.....	.....	.....	—	....
.. .. ..	46.6	—	....	—	...	...	.....	Peoria and Bureau Valley	.....	.....	.....	.....	600,000	.....	.....	oper	by Chic.	& R. Is.	125,000	—	....
.. .. ..	—	—	—	129.0	—	—	—	Peoria and Hannibal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '58	186.0	—	....	—	...	...	.....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	.....	.....	186.0	.....	.....	.....	—	....
31 Dec. '58	100.0	—	....	—	...	...	.....	Quincy and Chicago	1,978,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper. by	Bur. &	Quincy.	—	....
.. .. ..	1.0	—	....	—	...	...	.....	Rock Island Bridge	.....	.....	.....	.....	.....	.....	.....	oper	by Chic.	& R. Is.	.....	—	....
31 Dec. '58	168.5	39.8	12.2	—	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487	—	3,026,903	5,035,615	741,040	8,865,252	208.3	.....	823,767	.....	—	....
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	.....	Cincinnati and Chicago	2,080,433	*	.....	1,196,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
.. .. ..	29.0	—	....	73.0	...	...	.....	Cincinnati, Peru and Chicago	.....	.....	.....	.....	.....	.....	.....	29.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,432	—	....
1 Jan. '58	72.4	—	....	—	19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,166,000	47,850	2,111,059	109.0	.....	368,189	132,094	6	58
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	43
31 Dec. '58	84.0	—	....	—	...	...	.....	Ind., Pittsburg and Cleveland	1,904,956	*	10,000	835,971	1,025,200	19,719	2,109,336	84.0	.....	232,905	92,859	—	....
31 Aug. '57	78.0	—	....	—	...	...	.....	Jeffersonville	1,839,576	*	—	1,014,252	681,000	99,400	.....	108.0	.....	222,737	74,328	—	....
.. .. '59	64.0	—	....	—	...	...	.....	Lafayette and Indianapolis	1,850,000	*	.....	1,000,000	600,000	.....	2,000,000	64.0	.....	.....	.....	—	....
.. .. '58	86.0	49.0	....	—	...	...	.....	Madison and Indianapolis	2,984,516	*	.....	1,647,700	1,336,816	.....	.....	135.0	.....	206,114	82,632	—	....
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371,402	—	....
.. .. '58	74.0	—	....	—	...	...	.....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	.....	.....	.....	—	....
30 Nov. '59	73.0	—	....	—	18	25	298	Terre Haute and Richmond	1,611,450	*	26,029	1,381,450	230,000	—	1,867,423	73.0	254,742	357,297	182,154	10	....
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	752,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86.0	7 mo's.	85,329	46,771	—	....
31 May, '58	50.1	—	....	269.0	8	8	86	Dubuque and Pacific	1,579,988	166,823	—	838,086	965,000	441,787	2,267,313	50.1	.....	.....	.....	—	....
.. ..	—	—	—	438.0	—	—	—	Iowa Central Air Line	.....	.....	.....	245,000	755,000	.....	.....	.....	.....	.....	.....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	.....	.....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	...	...	.....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	.....	.....	.....	—	....
.. .. '59	55.0	52.6	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	.....	.....	.....	.....	107.6	.....	.....	.....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	....
30 Jun. '57	20.0	—	....	113.0	...	...	.....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	.....	20.0	.....	.....	.....	—	....
.. .. '58	13.0	—	....	22.0	...	...	.....	Lexington and Danville	765,500	—	—	694,444	71,000	.....	.....	13.0	oper. by	Cov. &	Lex.	—	....
30 Jun. '59	29.0	—	....	—	...	...	.....	Lexington and Frankfort	590,401	52,300	—	514,409	130,000	—	712,322	29.0	.....	120,187	64,142	7	80
30 Jun. '59	65.1	—	....	—	...	...	.....	Louisville and Frankfort	1,379,345	122,750	—	741,069	496,519	8,097	1,623,088	65.0	.....	268,046	113,948	—	66
1 Oct. '58	185.0	—	8.3	84.0	21	14	231	Louisville and Nashville	3,580,826	254,154	—	2,151,430	2,300,000	320,132	4,890,700	60.0	.....	163,288	94,995	—	....
.. .. '59	18.8	—	....	70.2	—	—	.....	Maysville and Lexington	.....	.....	.....	.....	.....	.....	.....	18.8	oper. by	Cov. &	Lex.	—	....
								LOUISIANA.													
.. .. ..	22.0	—	....	—	...	...	.....	Clinton and Port Hudson	750,666	*	—	.....	.....	.....	.....	22.0	.....	.....	.....	—	....
.. .. ..	27.0	—	....	—	...	...	.....	Mexican Gulf	662,911	*	—	.....	.....	.....	.....	27.0	.....	.....	.....	—	....
31 Dec. '58	80.0	—	....	178.0	...	...	.....	*N. O. Opelousas and Gr. West'n*	3,382,948	362,291	—	1,002,959	2,121,000	549,997	4,529,986	80.0	.....	225,577	.....	—	....
31 Mar. '59	206.0	—	....	205.0	30	19	364	*N. O. Jackson and Gr. Northern*	5,639,562	613,613	—	4,437,990	2,817,000	188,685	9,147,852	206.0	.....	753,774	.....	—	....
31 Aug. '58	21.0	—	....	168.0	...	...	.....	*Vicksburg, Shreveport & Texas*	929,418	*	—	882,922	58,744	50,384	992,050	21.0	.....	.....	.....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Cars. Engines.	Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								MAINE.													
31 Dec. '58	32.0	—	.....	6.0	4	—	25	Androscoggin	645,271	*		145,787	511,500	.....	.....	32.0	22,001	30,957	17,263	—	.....
31 May, '59	55.0	—	.....	—	9	10	128	Androscoggin and Kennebec	2,210,947	*	27,925	457,900	1,748,457	101,209	2,307,566	137.0	73,186	281,929	89,766	—	.....
30 Jun. '59	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	5,976,472	149.0	429,791	545,741	150,226	6	.....
31 Dec. '58	12.5	—	.....	—	4	2	45	Bangor, Oldtown and Milford	175,232	*		135,000	.....	.....	175,516	12.5	25,437	33,059	16,530	.....	.....
31 Dec. '58	63.0	9.0	.....	—	12	11	109	Kennebec and Portland	2,871,264	*		1,107,526	1,763,738	.....	.....	72.5	169,240	145,074	70,746	—	.....
31 Dec. '58	—	—	.....	23.0	...	...	.....	Penobscot	308,413			180,000	143,678	.....	.....					—	.....
31 May, '59	54.7	—	.....	—	4	10	93	Penobscot and Kennebec	1,611,413	104,019	78,014	555,228	1,206,800	128,576	1,890,604	54.7	oper. by	An. & K.	67,324	—	.....
31 May, '59	51.3	—	.....	—	11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000	.....	.....	1,500,000	51.3	141,664	208,299	104,029	6	99
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*		169,200	556,600	.....	.....	37.0	.....	55,403	28,404	—	.....
31 May, '59	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5	.....	.....	.....	—	.....
								MARYLAND.													
30 Sep. '59	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,225,164	3,576,251	3,606,740	10,111,800	13,881,833	292,426	30,278,377	286.8	3,648,814	3,618,618	1,933,621	—	73½
30 Sep. '59	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*		1,650,000	.....	.....	1,824,806	39.0	187,427	442,219	268,540	6	100
31 Dec. '58	138.0	4.0	.....	—	42	38	1,455	Northern Central	6,843,457	733,934	220,965	2,260,000	5,395,800	655,507	8,681,557	154.5	606,482	810,604	364,649	—	15½
								MASSACHUSETTS.													
30 Nov. '59	21.2	—	2.0	—	6	4	80	Berkshire	500,560	100,000		600,000	.....	.....	601,360	ope	rat. by	Housat.	42,000	7	.....
30 Nov. '59	26.8	1.8	43.6	—	21	26	566	Boston and Lowell	2,245,247	183,345		1,830,000	440,000	5,365	2,671,887	28.6	352,512	531,477	208,798	8	104½
30 Nov. '59	74.3	8.8	51.3	—	30	43	560	Boston and Maine	3,846,683	373,057	105,937	4,076,974	.....	.....	4,523,400	83.1	540,372	860,119	394,475	8	110
30 Nov. '59	47.0	7.0	22.3	—	22	27	210	Boston and Providence	2,952,600	207,400	70,000	3,160,000	174,220	.....	3,663,138	54.0	316,522	654,673	337,648	7	111
30 Nov. '59	44.6	24.0	59.2	—	30	56	380	Boston and Worcester	4,291,164	437,416	100,000	4,500,000	500,000	29,595	5,751,512	83.7	511,046	1,067,071	311,525	7	109
30 Nov. '59	46.1	1.1	2.7	—	7	10	109	Cape Cod Branch	907,761	123,864		681,690	190,000	39,499	1,092,268	47.2	79,456	118,726	49,374	6	105
30 Nov. '59	50.0	2.4	8.9	—	12	13	331	Connecticut River	1,614,385	187,558		1,591,100	252,500	.....	1,928,264	75.4	177,164	271,592	138,223	4½	82½
30 Nov. '59	44.1	30.5	24.4	—	55	46	368	Eastern	4,134,575	456,424	250,000	2,853,400	2,030,500	60,510	4,944,409	120.7	426,161	693,409	325,805	—	75½
30 Nov. '59	19.9	1.3	3.6	—	...	...	.....	Essex	742,592	4,416		299,107	280,261	197,428	776,796	ope	rat. by	Eastern	11,663	—	67
30 Nov. '59	50.9	16.8	70.9	—	29	28	655	Fitchburg	3,190,851	350,149		3,540,000	100,000	.....	3,869,729	67.7	341,803	659,485	267,450	6	103½
30 Nov. '59	14.0	2.4	.....	—	3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	48,768	12,795	6	98½
30 Nov. '59	24.9	—	2.0	—	...	...	.....	Hampshire and Hampden	577,582			298,951	303,014	57,065	653,030	ope	r. by N.	H. & N'h	28,791	—	.....
30 Nov. '59	12.4	—	2.3	—	2	3	27	Lowell and Lawrence	332,883	30,275		200,000	100,000	.....	363,158	ope	r. by B.	and L'll	12,550	6	.....
30 Nov. '59	14.6	—	17.1	—	12	12	324	Nashua and Lowell	553,920	95,683		600,000	.....	.....	698,563	30.0	158,374	229,205	68,510	8	.....
30 Nov. '59	20.2	1.6	1.0	—	7	16	146	New Bedford and Taunton	494,843	52,644		500,000	.....	19,800	564,707	21.8	55,881	143,261	25,264	6	.....
30 Nov. '59	26.9	—	2.3	—	5	9	44	Newburyport	585,272	63,696		220,240	221,600	211,693	653,533	36.0	75,866	51,338	14,087	—	104½
30 Nov. '59	8.6	—	.....	23.4	...	...	.....	N. York and Boston Air Line	673,302			223,176	675,000	2,853	901,029	8.4	20,888	22,531	.....	—	.....
30 Nov. '59	79.5	7.8	25.6	—	27	46	358	Old Colony and Fall River	3,028,445	334,503		3,015,100	134,500	60,900	3,930,269	87.3	410,591	646,755	306,413	6	107
30 Nov. '59	18.6	—	0.7	—	1	2	1	Pittsfield and North Adams	432,430	11,247		450,000	.....	.....	450,000	18.6	32,480	48,355	27,000	6	.....
30 Nov. '59	43.4	1.0	14.9	—	12	14	384	Providence and Worcester	1,506,977	254,566		1,510,200	300,000	.....	1,810,200	44.4	216,327	341,836	136,386	6	105
30 Nov. '59	16.9	—	1.7	—	3	3	1	Salem and Lowell	366,987	82,543		243,305	226,900	316	470,521	ope	r. by B.	and L'll	17,500	—	.....
30 Nov. '59	11.5	—	0.4	—	2	7	17	South Shore	462,167	39,426		259,685	153,290	2,821	513,112	11.5	26,026	58,784	15,463	—	97
30 Nov. '59	21.9	—	1.0	—	...	...	.....	Stockbridge and Pittsfield	448,700			448,700	.....	.....	451,000	ope	r. by Ho	usaton.	31,490	7	.....
30 Nov. '59	11.1	0.6	1.3	—	7	18	144	Taunton Branch	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Nov. '59	6.1	—	.....	36.5	...	...	.....	Troy and Greenfield	478,048			385,206	219,000	9,854	614,060	ope	r. by T.	and B.	5,333	—	.....
30 Nov. '59	69.0	8.0	5.5	—	11	8	192	Vermont and Massachusetts	3,309,622	207,343		2,214,225	1,003,880	.....	3,516,865	77.0	107,478	246,798	106,317	—	18
30 Nov. '59	156.1	17.3	106.8	—	72	47	1,149	Western (incl. Alb. & W.S. etc.)	9,934,566	1,095,713		5,150,000	6,125,520	208,726	13,457,921	192.0	1,020,054	1,767,068	830,148	8	114½
30 Nov. '59	45.7	—	9.3	—	10	8	149	Worcester and Nashua	1,187,935	140,962		1,141,000	194,500	862	1,403,409	45.7	179,490	216,444	94,244	4	59½
								MICHIGAN.													
1 Jan. '59	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	57.0	—	.....	—	...	...	.....	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	.....	.....	.....	.....	—	.....
1 Jan. '59	188.0	—	.....	—	...	...	.....	*Detroit and Milwaukee*	8,270,623	647,596		2,329,155	4,707,500	.....	9,008,369	188.0	.....	385,038	144,270	—	.....
.. .. ..	.....	—	.....	—	...	...	.....	*Flint and Pere Marquette*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
.. .. ..	.....	—	.....	183.0	...	...	.....	*Grand Rapids and Indiana*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	284.0	—	.....	—	98	123	1,528	Michigan Central	12,847,238	*	1,149,069	6,057,840	8,284,063	119,089	14,548,411	329.0	.....	2,417,915	886,697	—	50½
1 Mar. '59	246.0	293.0	.....	—	91	135	976	Mich. S'th'n & N'th'n Indiana	14,517,892	1,607,906	1,312,534	8,975,400	9,343,000	816,460	19,595,407	539.0	.....	2,019,425	777,273	—	13
.. .. ..	.....	—	.....	89.8	...	...	.....	*Port Huron and Milwaukee*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MINNESOTA.													
.. .. '59	.....	—	.....	620.0	...	...	.....	*Minnesota and Pacific*	.....	.....		.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
.. .. '59	.....	—	.....	175.0	...	...	.....	*Southern Minnesota*	.....	.....		.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
.. .. '59	.....	—	.....	112.5	...	...	.....	*Minneapolis and Cedar Rapids*	.....	.....		.....	600,000	191,130	.....	.....	.....	.....	.....	—	.....
.. .. '59	.....	—	.....	200.0	...	...	.....	*Minnesota Transit*	.....	.....		.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
.. .. '59	.....	—	.....	60.0	...	...	.....	*Root River Valley*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
1 May, '59	146.5	—	.....	41.7	11	6	155	*Mississippi Central*	3,395,965	*		1,641,947	1,346,363	383,129	3,717,469	146.5	.....	239,585	117,371	—	.....
1 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018		798,285	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	.....
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*		1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
30 Nov. '58	12.0	—	.....	65.8	1	...	.....	*Cairo and Fulton*	281,645	9,200		50,493	327,000	50,892	128,386	12.0				—	.....
30 Aug. '59	206.8	—	.....	—	...	...	.....	*Hannibal and St. Joseph*	10,147,007	814,301		1,770,612	8,768,000	.....	10,961,308	206.8	14 mo's.	497,269	235,321	—	.....
31 Oct. '58	168.8	—	.....	68.0	...	...	.....	*North Missouri*	5,396,527	235,994		2,620,000	3,250,000	48,006	6,018,106	168.0	.....	256,159	.....	—	.....
.. .. ..	.....	—	.....	.....	...	...	.....	*Platte County*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	—	.....
28 Feb. '59	163.0	19.0	.....	119.0	26	26	412	*Pacific*	8,621,659	614,782		3,330,657	8,203,000	754,837	12,288,494	182.0	.....	676,310	301,503	—	.....
31 Oct. '58	19.0	—	.....	264.0	...	...	.....	*South-Western Branch*	1,226,010			66,974	1,400,000	.....	.....	.....	.....	.....	.....	—	.....
31 Oct. '58	86.5	—	.....	—	...	...	.....	*St. Louis and Iron Mountain*	4,916,189	283,869		1,999,300	3,276,000	171,103	5,446,403	86.5	.....	152,371	.....	—	.....
								NEW HAMPSHIRE.													
31 Mar. '59	23.1	—	3.2	—	...	...	.....	Ashuelot	506,000			246,018	150,000	109,982	506,000	ope	r. by Con	n. River	30,000	—	.....
31 Mar. '59	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,580,134	283,450	8,219	1,800,000	1,050,000	165,883	3,015,880	93.5	353,000	227,720	86,338	—	8
30 Nov. '58	53.6	—	8.2	—	18	11	289	Cheshire	2,758,565	322,266		2,085,925	784,900	121,500	3,082,757	53.6	248,469	297,332	108,517	—	10
30 Nov. '58	28.5	—	3.7	8.5	5	7	33	Cocheco	769,433	81,025		399,140	421,120	46,399	866,659	28.5	32,618	44,709	17,063	—	.....
31 Mar. '59	34.5	—	44.0	—	21	22	494	Concord	1,500,000	*		1,500,000	.....	.....	1,564,506	61.3	334,532	459,659	128,366	8	57
30 Sep. '59	46.8	—	.....	—	...	...	.....	Concord and Portsmouth	250,000	*		250,000	.....	.....	250,000	ope	r. by Con	cord.	15,000	—	70
31 Mar. '59	14.6	—	.....	—	...	...	.....	Contoocook River	200,000			200,000	.....	.....	200,000	14.6	4,182	16,603	1,528	—	.....
30 Nov. '58	16.8	—	.....	—	...	...	.....	Eastern	525,205			.....	.....	.....	525,205	ope	r. by Eas	tern Ma	ss.	—	60½
31 Mar. '59	20.5	—	.....	25.8	3	2	27	Great Falls and Conway	433,404	40,887		166,748	209,927	42,219	477,476	20.5	20,960	24,027	12,450	—	.....
31 Mar. '59	26.8	—	.....	—	...	...	.....	Manchester and Lawrence	1,000,000			863,400	33,800	108,259	1,005,459	ope	r. by Con	cord.	88,577	8	101
31 Mar. '58	53.8	—	4.2	—	2	4	80	Merrimac and Conn. Rivers	1,281,504	*		595,587	383,400	303,393	1,282,380	53.8	53,170	59,774	21,156	—	.....
31 Mar. '59	69.2	12.8	10.4	—	22	13	372	Northern New Hampshire	3,343,167	*	33,750	3,068,400	299,500	25,800	3,393,900	82.0	268,657	353,101	187,136	4	50
30 Apr. '59	24.7	—	2.2	—	5	2	50	Sullivan	847,032	78,832		500,000	750,000	262,516	1,512,416	24.7	49,000	63,874	19,897	—	.....
								NEW JERSEY.													
30 Nov. '59	64.2	—	.....	—	...	...	.....	Belvidere Delaware	3,192,269	*		997,700	2,049,500	188,888	.....	76.0	.....	269,605	127,241	—	.....
30 Nov. '59	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	5,709,637	*	3,923,394	3,798,400	6,882,000	.....	.....	96.2	.....	2,378,392	1,189,399	12	129½
30 Nov. '59	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,798,141	*		657,351	1,006,800	435,655	.....	60.2	.....	152,155	66,453	—	.....
1 Apr. '59	64.0	—	.....	—	30	21	256	Central of New Jersey	5,042,163	424,700		2,200,000	3,186,000	175,000	5,580,981	64.0	488,371	870,954	520,672	10	113
... ... '59	.....	—	.....	2.6	...	...	.....	Long Dock	1,000,000			.....	1,000,000	.....	.....	.....	.....	.....	.....	—	.....
31 May, '59	53.0	—	.....	45.5	11	15	91	Morris and Essex	1,613,361	*	57,000	1,157,805	340,000	262,738	1,760,562	53.0	.....	239,179	110,040	7	.....
31 May, '59	33.8	—	.....	—	...	...	.....	New Jersey	3,225,532	313,295		3,749,000	188,700	25,000	4,802,717	33.8	398,784	.....	554,087	10	123½
30 Nov. '59	21.3	—	.....	—	2	6	17	Northern New Jersey	365,344	*		154,157	.....	.....	630,000	ope	r. by N.	Y. & E.	53,400	8	.....
30 Sep. '59	13.5	—	.....	—	...	...	.....	Paterson and Hudson	630,000	*		630,000	.....	.....	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Sep. '59	15.0	—	.....	—	...	...	.....	Paterson and Ramapo	350,000	*		248,225	95,000	257	350,000	ope	r. by N.	Y. & E.	24,440	—	.....
30 Nov. '59	18.7	—	.....	—	...	...	.....	Warren	1,625,312	*		1,024,600	600,000	713	1,625,312	18.7	6 mo.	210,685	94,809	5¼	.....
30 Nov. '59	13.0	—	.....	47.0	...	...	.....	West Jersey	280,278			216,794	.....	56,582	.....			15,344	3,362	—	.....

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Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidelings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								NEW YORK.													
30 Sep. '59	—	—	—	140.0	—	—	—	Albany and Susquehanna	406,952	—	—	404,950	—	31,135	436,085	—	—	—	—	—	—
30 Sep. 58	32.9	—	3.3	—	5	12	53	Albany and Vermont	1,557,502	136,038	—	439,005	1,575,099	50,000	—	32.9	93,894	84,119	11,215	—	—
30 Sep. '59	38.3	—	34.0	—	—	—	—	Albany and West Stockbridge	2,392,984	*	—	1,000,000	1,932,984	—	2,392,984	ope	r by W	estern.	—	6	100
30 Sep. '59	34.9	2.6	....	73.6	4	6	39	Black River and Utica	1,156,148	81,405	—	804,648	700,000	8,158	1,512,806	37.5	36,838	62,941	32,952	—	—
30 Sep. '59	14.8	—	1.6	—	—	—	—	Blossburg and Corning	496,661	—	—	250,000	220,000	—	—	14.8	20,647	26,858	13,429	5	—
30 Sep. '59	142.0	—	13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762	*	164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321	—	—
30 Sep. '59	68.3	—	18.0	—	28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120
30 Sep. '59	24.6	—	38.1	—	—	—	—	Cayuga and Susquehanna	1,057,629	37,971	—	687,000	411,000	—	1,098,000	34.6	61,435	59,265	10,398	4½	—
30 Sep. '59	17.4	—	2.1	—	—	—	—	Chemung	400,000	*	—	380,000	70,000	—	450,000	ope	r. by N.	Y. & E.	24,000	6	—
30 Sep. '59	46.8	—	2.9	—	10	8	83	Elmira, Jefferson & Canand.	500,000	*	—	500,000	—	—	500,000	ope	r. by Re	ceivers.	30,000	6	—
30 Sep. '59	—	—	—	63.2	—	—	—	Erie and New York City	287,357	*	—	352,741	14,000	28,716	395,457	—	—	—	—	—	—
30 Sep. '59	—	—	—	15.0	—	—	—	Genesee Valley	329,225	*	—	75,689	165,000	62,500	329,225	ope	r. b. B.N.	Y. & E.	—	—	—
30 Sep. '59	17.3	—	0.5	—	4	3	50	Hudson and Boston (West'rn)	148,000	27,000	—	175,000	—	—	—	17.3	57,065	63,803	11,999	6	—
30 Sep. '59	144.0	—	106.5	—	52	107	542	Hudson River	10,205,906	1,182,372	—	3,758,466	8,842,000	414,644	—	150.0	700,224	1,842,636	770,096	—	49
30 Sep. '59	—	—	—	73.8	—	—	—	L. Ontario, Auburn & N. York	74,203	—	—	75,771	—	—	—	—	—	—	—	—	—
30 Sep. '59	—	—	—	182.0	—	—	—	L. Ontario and Hudson River	3,497,538	178,320	—	2,715,186	870,000	115,856	—	—	—	—	—	—	—
30 Sep. '59	84.0	2.5	10.1	8.5	18	37	129	Long Island	2,211,659	354,611	1,000	1,852,715	636,997	17,539	2,567,270	101.5	248,123	334,195	147,084	—	11
30 Sep. '59	297.8	258.1	313.8	—	211	237	3,171	New York Central	25,164,200	5,257,077	588,980	24,000,000	14,333,771	—	40,366,005	655.9	3,945,128	6,200,848	2,791,419	7	82
30 Sep. '59	446.0	19.0	282.5	—	219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	4,282,149	1,404,837	—	22½
30 Sep. '59	130.8	2.1	30.9	—	33	93	576	New York and Harlem	7,303,339	634,777	—	5,717,100	5,151,287	147,640	—	152.9	621,747	975,853	358,792	—	13½
30 Sep. '59	118.0	3.8	17.7	—	28	8	417	Northern (Ogdensburg)	4,097,208	702,079	—	3,077,900	1,500,000	—	4,799,287	121.8	347,800	382,932	120,850	—	—
30 Sep. '59	35.9	—	2.2	—	7	6	44	Oswego and Syracuse	675,215	100,462	—	396,340	213,500	10,875	—	35.9	69,759	109,152	60,829	8	—
30 Sep. '59	75.4	—	2.0	—	6	4	33	Pottsdam and Watertown	1,527,072	67,884	—	665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571	—	—
30 Sep. '59	25.2	—	2.1	—	5	13	70	Rensselaer and Saratoga	743,968	157,057	—	610,000	140,000	—	901,025	46.2	61,900	235,902	108,769	6	—
30 Sep. '59	18.4	—	1.3	32.6	—	—	—	Rochester and Genesee Valley	652,151	1,776	—	557,560	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2	—
30 Sep. '59	18.0	—	1.0	—	—	2	32	Sacketts Harbor and Ellisburg	371,556	17,714	—	167,485	278,400	56,810	—	18.0	17,620	12,025	—	—	—
30 Sep. '59	21.0	—	1.6	—	2	3	10	Saratoga and Schenectady	480,684	*	—	300,000	85,000	—	385,000	ope	r. by Ren	s. & Sar.	30,150	7	—
30 Sep. '59	40.9	6.6	3.9	—	9	12	84	Saratoga and Whitehall	820,518	74,904	—	500,000	395,000	—	895,000	54.5	107,506	154,099	7,493	—	—
30 Sep. '59	—	—	—	13.2	—	—	—	Staten Island	114,015	*	—	50,603	41,200	22,686	114,489	—	—	—	—	—	—
30 Sep. '59	11.0	—	....	—	—	—	—	Brooklyn and Jamaica	369,856	—	—	284,850	85,000	—	—	ope	r. by Lo	ng Isl.	37,560	9	—
30 Sep. '59	81.3	—	7.1	—	13	12	117	Syracuse and Binghampton	2,851,292	*	—	1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155	—	—
30 Sep. '59	27.2	—	3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687	—	604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010	—	—
30 Sep. '59	6.0	—	0.1	—	—	—	—	Troy and Greenbush	294,731	—	—	275,000	—	—	294,731	ope	r. b. Hud	s. River.	—	6	—
30 Sep. '59	2.1	—	2.1	—	—	—	—	Troy Union	732,114	—	—	30,000	680,000	—	732,114	ope	r. by oth	er Co's.	—	—	—
30 Sep. '59	96.8	—	11.0	—	7	11	288	Watertown and Rome	1,839,787	319,715	—	1,498,500	685,000	65,633	2,249,183	96.8	219,260	362,994	154,752	3	—
								NORTH CAROLINA.													
-- -- '58	95.2	2.0	....	—	—	—	—	Atlantic and North Carolina	1,850,000	*	—	1,600,000	400,000	—	—	95.2	—	—	—	—	—
-- -- '58	223.0	—	....	—	—	—	—	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	—	—	—	—	—
-- -- '59	97.0	—	....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	—	97.0	—	206,917	108,541	—	—
30 Sep. '59	161.0	—	17.1	—	22	20	144	Wilmington and Manchester	2,586,238	*	201,500	1,127,511	1,060,000	111,886	2,892,969	171.0	—	487,043	209,793	—	—
30 Sep. '59	161.9	—	....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	—
15 Mar. '58	—	—	—	43.0	—	—	—	Western North Carolina	190,793	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
-- -- '58	—	—	—	....	—	—	—	Atlantic and Great Western	613,231	—	—	866,939	—	77,294	—	—	—	—	—	—	—
31 Dec. '58	118.2	—	....	—	17	12	208	Bellefontaine and Indiana	3,008,919	*	11,000	1,879,370	1,274,828	39,028	3,370,281	118.2	—	332,226	146,812	—	—
1 Aug. '59	137.0	—	....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	—	597,633	71,356	—	—
31 Mar. '59	60.3	—	....	—	22	28	432	Cinc., Hamilton and Dayton	2,648,266	504,892	26,500	2,155,800	1,411,000	32,618	3,650,710	60.3	—	489,437	249,666	7	71
-- -- '59	37.0	—	....	62.1	—	—	—	Cinc. and Indianapolis Junc.	—	—	—	—	—	—	—	37.0	—	—	—	—	49
1 May, '59	131.8	—	....	—	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	—	131.8	304,168	190,745	19,180	—	—
31 Dec. '58	135.4	5.8	....	—	42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2	—	1,113,639	575,159	7	92
31 Dec. '59	67.0	—	....	—	18.0	10	6	205	Cleveland and Mahoning	1,920,953	*	—	580,000	1,202,300	161,200	1,943,500	67.0	183,973	285,140	182,282	—	—
31 Dec. '59	95.4	1.2	37.9	—	31	39	453	Clev., Painesville & Ashtabula	3,431,732	555,343	541,503	3,000,000	1,667,000	35,500	4,812,201	96.6	402,935	1,111,353	646,057	15	115
30 Nov. '58	101.0	102.5	....	—	42	—	—	Cleveland and Pittsburg	9,320,288	*	—	3,942,368	4,918,325	653,821	9,661,102	203.5	646,413	772,093	332,093	4	12
30 Apr. '59	109.2	79.4	....	—	32	52	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	7,858,918	188.6	—	798,155	414,456	6	31
31 Dec. '58	61.4	—	....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	—	61.5	75,120	68,128	19,763	—	—
31 Dec. '58	72.0	—	....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	—	72.0	144,000	84,000	17,760	—	—
30 Nov. '58	54.5	—	10.4	—	—	—	—	Columbus and Xenia	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539	ope	r. w. Lit.	Miami.	170,795	8	85
31 Dec. '58	72.0	—	....	72.0	—	—	—	Dayton and Michigan	3,746,000	*	—	1,620,000	2,126,000	—	—	72.0	144,606	124,559	66,779	—	—
31 Aug. '58	36.6	—	....	—	5	3	87	Dayton and Western	930,262	104,912	—	289,692	700,000	90,482	1,080,174	36.6	—	125,940	66,253	—	—
31 Aug. '58	16.0	—	....	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	—	—	16.0	40,064	64,000	33,000	—	—
31 Dec. '58	45.0	—	....	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	1,358,867	45.0	105,304	151,866	44,615	—	—
-- -- '59	36.0	—	....	84.0	—	—	—	Fremont and Indiana	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Aug. '58	32.0	—	....	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	—	47.0	60,901	63,141	13,573	—	—
30 Nov. '58	13.0	—	....	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	—	13.0	24,000	31,126	10,460	—	—
30 Nov. '58	83.5	—	37.8	—	39	32	602	Little Miami	3,451,179	785,817	438,857	2,981,293	1,399,000	34,196	4,709,137	138.0	637,835	1,200,499	341,591	8	86
31 Dec. '58	173.8	21.6	....	—	33	26	523	Marietta and Cincinnati	9,517,551	1,115,662	574,000	3,477,705	7,405,917	1,754,220	13,202,262	195.4	556,732	374,198	45,452	—	—
30 Apr. '59	192.3	—	....	—	48	34	628	Ohio and Mississippi	18,635,688	*	*	6,584,681	9,880,000	2,330,030	18,794,721	192.3	—	881,957	312,441	—	—
31 Aug. '58	117.0	8.0	....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906.736	2,400,000	466,215	—	125.0	—	—	—	—	—
30 Jun. '59	153.9	52.0	....	—	39	27	365	Sandusky, Dayton and Cinc.	3,988,154	605,900	197,967	2,697,090	2,134,000	439,261	5,508,357	205.9	—	577,958	211,894	—	—
30 Dec. '58	116.0	9.0	....	—	13	20	206	Sandusky, Mansfield & New'k	2,141,811	*	—	828,583	1,402,572	132,301	2,363,456	125.0	155,006	209,918	51,371	—	—
30 Nov. '58	55.6	—	....	74.0	7	3	64	Scioto and Hocking Valleys	1,103,975	*	—	403,975	500,000	100,000	—	55.6	70,000	110,200	53,100	—	—
31 Aug. '58	19.5	—	....	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	—	—	—
30 Nov. '58	49.8	—	....	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	—	—	—	—
-- -- '58	243.0	—	....	—	35	18	580	Toledo, Wabash and Western	10,542,000	*	—	3,573,000	7,650,000	—	11,223,000	250.0	—	676,022	159,769	—	19½
								PENNSYLVANIA.													
30 Nov. '59	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	1,700,000	65,300	—	1,660,000	400,000	20,000	2,080,000	45.0	—	87,940	45,000	—	—
31 Aug. '59	20.5	—	23.2	—	15	2	1,005	Beaver Meadow	966,792	260,000	—	1,410,900	2,000	—	1,412,900	20.5	—	311,201	164,554	10	—
31 Aug. '59	63.5	—	3.0	—	22	13	282	Catawissa, Williamsp't & Erie	3,518,785	364,571	—	1,700,000	2,271,536	436,228	4,407,764	119.0	—	337,257	90,438	—	—
30 Sep. '59	52.5	—	3.2	—	11	8	66	Cumberland Valley	1,225,971	*	—	981,900	245,500	55,643	1,299,194	52.5	142,944	169,125	94,311	6	—
31 Dec. '59	110.8	2.3	36.0	—	—	—	—	Del., Lackawanna and West'n	8,831,707	*	505,000	3,360,872	6,070,125	569,190	11,064,413	202.0	—	1,430,512	881,609	—	80
30 Nov. '59	36.3	—	2.3	—	3	3	—	East Pennsylvania	900,000	16,617	—	386,121	365,500	188,515	940,136	36.3	—	—	—	—	—
30 Sep. '59	18.6	—	4.0	—	—	—	—	Erie and Northeast	700,000	—	—	600,000	400,000	—	1,000,000	ope	r. b. Buf.	& S. L.	—	10	—
31 Aug. '59	36.9	18.6	21.9	—	—	—	—	Harrisburg and Lancaster	1,882,555	—	—	1,087,100	661,000	—	1,883,343	55.5	—	423,561	166,852	6	54
31 Aug. '59	32.3	—	1.2	44.1	3	2	17	Hempfield	1,388,168	*	—	1,809,563	—	—	1,809,563	32.3	—	32,411	7,267	—	—
31 Aug. '59	30.9	11.3	4.6	—	6	3	1,000	Huntingdon and Broad Top	1,354,724	*	—	425,015	1,000,000	206,550	1,631,565	42.2	—	84,017	3,413	—	—
30 Sep. '59	68.9	—	2.2	11.1	10	6	318	Lackawanna and Bloomsburg	2,057,303	107,000	—	710,000	1,100,000	167,303	2,164,303	68.9	—	116,200	67,600	—	—
30 Nov. '59	45.7	—	....	20.2	15	6	....	Lehigh Valley	—	*	—	1,966,350	1,500,000	—	—	45.7	—	525,846	333,896	6	25
30 Nov. '59	28.0	5.0	13.5	—	9	—	—	Little Schuylkill	3,299,600	*	—	2,256,100	942,500	85,000	3,299,600	ope	r. by C.,	W. & E.	—	—	—
31 Dec. '59	20.0	—	4.0	—	—	—	—	Lehigh Coal and Navigation	1,380,000	—	4,455,000	2,479,900	3,619,304	231,532	9,291,156	—	—	595,857	503,660	6	52½
30 Nov. '59	24.5	74.8	45.5	1.5	28	2	3,026	Mine Hill and Schuylk. Haven	2,594,228	266,838	—	2,800,000	—	—	2,991,150	72.3	—	556,192	379,976	10	—
30 Nov. '59	55.6	10.1	9.7	—	16	15	531	North Pennsylvania	5,449,061	366,997	—	3,155,829	2,787,000	377,818	6,320,638	65.7	—	347,302	188,398	—	86½
31 Dec. '59	330.0	56.0	350.0	—	213	98	2,492	Pennsylvania	23,009,849	2,974,473	862,762	13,249,125	16,932,517	—	31,356,832	386.0	—	5,362,355	2,231,617	—	75½
30 Sep. '59	12.0	—	0.3	67.0	1	1	1	Phila. and Baltimore Central	264,000	10,000	—	—	250,000	50,000	—	20.0	—	1,637	—	—	—
30 Sep. '59	17.0	7.0	....	—	16	—	—	Phila., Germant'n & Norrist'n	1,422,977	228,555	—	1,208,500	374,800	104,720	1,742,333	24.0	—	288,657	157,194	—	—
30 Nov. '59	147.4	4.0	61.0	—	149	57	5,697	Philadelphia and Reading	19,390,868	2,121,010	20,180	11,737,041	12,195,950	1,125,000	26,057,991	151.4	—	2,724,293	1,245,816	—	43½
31 Dec. '59	28.0	—	—	—	—	—	—	Philadelphia and Trenton	1,000,000	—	—	1,000,000	—	—	1,000,000	28.0	oper. by	Cam. &	Amboy	—	—
30 Oct. '59	98.0	6.0	.....	—	31	60	487	Phila., Wilmington and Balt.	7,788,786	*	78,962	5,000,000	2,498,435	370,078	8,468,513	—	11 mos.	1,036,168	437,499	6	44½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, Incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	p. c.
								PENNSYLVANIA, (*Continued.*)													
30 Nov. '59	48.0	—	3.1	99.5	4	4	43	Pittsburg and Connellsville	1,501,414	79,396	—	1.753,864	1,500,000	177,920	3,444,154	60.0	.....	60,438	.....	—	.....
30 Nov. '59	467.5	—	56.3	—	96	80	1,059	Pittsb'g, Ft. Wayne & Chicago	15,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	467.5	1,859,031	1,965,988	674,655	—	39½
30 Sep. '59	31.0	—	.....	11.0	.....	.....	.....	Pittsburg and Steubenville	1,947,462	*	—	1,221,277	280,000	.....	.....	.....	.....	.....	.....	—	.....
30 Sep. '59	54.0	—	3.0	—	7	7	26	Schuylkill and Susquehanna	1,258,700	*	—	1,258,700	97,000	.....	1,355,700	54.0	—	.....	.....	—	.....
30 Sep. '59	9.2	15.3	14.9	—	—	—	—	Schuylkill Valley	573,616	*	—	568,150	.....	.....	573,616	24.5	.....	34,501	29,604	3½	.....
30 Nov. '59	28.0	5.0	3.3	—	4	1	445	Shamokin Valley & Pottsville	1,321,847	*	—	500,000	821,447	.....	1,321,847	33.0	.....	96,227	54,582	.....	.....
31 Dec. '59	148.0	—	20.0	140.0	.....	.....	.....	Sunbury and Erie	6,393,712	107,252	—	4,506,920	4,369,070	861,271	10,169,869	148.0	.....	.....	.....	—	.....
30 Nov. '59	29.6	6.5	31.9	—	8	3	127	Tioga	703,349	85,932	—	97,550	396,000	.....	.....	29.6	.....	83,072	47,007	6	.....
30 Sep. '59	26.4	—	2.1	—	4	11	9	Westchester and Philadelphia	1,410,638	74,677	—	682,170	944,169	52,434	1,679,301	26.4	.....	125,597	4,502	—	.....
31 Mar. '59	78.0	—	.....	—	.....	.....	.....	Williamsport and Elmira	3,650,682	380,847	—	1,500,000	2,361,973	161,272	4,148,920	.....	.....	191,970	96,308	—	1
								RHODE ISLAND.													
31 Aug. '58	50.0	—	2.0	—	9	13	84	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	306,500	.....	2,158,000	50.0	147,231	208,439	96,571	5	.....
30 Nov. '58	13.6	—	0.5	—	—	3	5	Providence, Warren & Bristol	434,698	1,588	—	287,917	109,937	36,139	.....	13.6	23,514	23,005	1,278	.....	.....
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	.....	182.4	2	—	26	Blue Ridge	2,126,539	.....	—	1,916,515	217,577	.....	2,134,092	13.2	.....	.....	.....	—	.....
31 Dec. '58	54.9	—	.....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	.....	.....	.....	—	.....
31 Dec. '58	109.6	—	.....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	.....	.....	109.6	.....	283,263	151,536	6	.....
.. ..	'58 40.3	—	.....	—	.....	.....	.....	Cheraw and Darlington	600,000	*	—	400,000	200,000	.....	.....	49.3	.....	.....	.....	—	.....
1 Jan.	'59 143.2	21.3	.....	—	.....	.....	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	2,919,554	164.5	.....	341,190	125,871	—	.....
31 Aug. '58	22.5	—	.....	—	.....	.....	.....	Kings Mountain	196,230	*	—	200,000	.....	.....	200,000	22.5	.....	.....	.....	5	.....
31 July '58	32.0	—	.....	—	.....	.....	.....	Laurens	543,403	*	—	400,000	106,218	.....	575,729	32.0	.....	27,568	8,527	—	.....
28 Feb. '59	102.0	—	.....	—	.....	.....	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	.....
31 Dec. '58	136.0	106.0	.....	—	62	59	790	South Carolina	5,517,384	1,103,130	374,060	4,179,475	2,770,463	193,086	7,701,337	242.0	.....	1,501,008	820,511	7	.....
31 July '58	25.1	—	.....	41.9	.....	.....	.....	Spartanburg and Union	.....	.....	—	.....	.....	.....	.....	25.1	.....	.....	.....	—	.....
								TENNESSEE.													
	.....	—	.....	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,204	612,000	60,900	.....	30.0	29,845	9,359	7,486	—	.....
	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	.....
	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	3 149,167	—	.....
	130.3	—	5.1	—	36	38	576	Memphis and Charleston	5,444,304	743,729	109,066	2,237,665	2,700,000	443,616	.....	287.6	562,041	1,330,812	778,036	—	.....
	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	.....	—	.....	.....	.....	—	.....
	100.0	—	30.6	55.8	.....	.....	.....	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	.....	.....	30.0	29,845	9,359	7,486	—	.....
	59.0	—	.....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	319,518	.....	59.4	69,870	177,256	60,029	—	.....
	47.4	—	2.3	—	4	5	46	Mississippi Central, and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	.....
	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,808	13,892	—	.....
	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,256,479	1,524,000	21,769	.....	159.0	117,895	675,832	310,199	3	.....
	.....	—	.....	—	.....	.....	.....	Nashville and Northwestern	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	75,120	47,579	—	.....
	30.0	—	0.6	8.0	.....	.....	.....	Winchester and Alabama	.....	.....	—	216,962	413,000	408,477	.....	30. 0	.....	1,248	.....	—	.....
								TEXAS, (*all aided by State*).													
.. ..	'58 32.0	—	.....	158.0	.....	.....	.....	Buffalo Bayou, Braz.& Col'r'do	.....	.....	—	.....	.....	.....	.....	32.0	.....	.....	.....	—	.....
.. ..	'58 56.0	—	.....	184.0	.....	.....	.....	Galvest., Houst. & Henderson	.....	.....	—	.....	.....	.....	.....	56.0	.....	.....	.....	—	.....
.. ..	'59 43.0	—	.....	31.0	.....	.....	.....	Houston and Brazoria	.....	.....	—	.....	.....	.....	.....	43.0	.....	.....	.....	—	.....
1 May	'58 75.0	—	.....	281.0	2	3	67	Houston and Texas Central	1,132,747	*	—	1,270,123	335,000	128,205	1,691,443	35.0	.....	76,958	.....	—	.....
.. ..	'59 25.0	—	.....	110.0	.....	.....	.....	San Antonio & Mexican Gulf	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
.. ..	'59 28.0	—	.....	756.0	.....	.....	.....	Southern Pacific	.....	.....	—	.....	.....	.....	.....	28.0	.....	.....	.....	—	.....
								VERMONT.													
31 May,	'59 90.7	—	8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421	—	1,200,000	800,000	.....	.....	90.7	98,856	192,122	82,001	—	.....
31 Aug.	'59 119.6	—	13.0	—	26	18	555	Rutland and Burlington	3,989,708	601,509	92,859	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561	—	.....
31 Aug.	'59 62.0	—	3.4	—	10	5	201	Rutland and Washington	1,771,683	*	—	950,000	.....	.....	1,780,683	62.0	175,830	172,826	37,124	—	.....
30 Jun.	'59 119.0	—	20.0	—	42	28	885	Vermont Central	8,402,055	*	—	5,000,000	3,853,000	1,423,299	10,276,299	166.0	617,262	702,271	115,678	—	.....
30 Jun.	'59 47.0	—	2.8	—	.....	.....	.....	Vermont and Canada	1,350,695	.....	—	1,350,000	.....	.....	1,380,695	ope	r. by Vt.	Central	.....	—	65
31 Aug.	'59 23.7	—	0.7	—	4	4	54	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,308,864	23.7	47,324	43,998	10,493	—	.....
31 Aug.	'59 54.0	10.5	.....	—	.....	.....	.....	Western Vermont	1,083,500	*	—	332,000	700,000	.....	1,083,500	ope	r.b.Troy	& Bost.	55,858	—	.....
								VIRGINIA.													
31 Aug.	'59 41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep.	'58 75.8	—	.....	63.5	9	8	216	Manassas Gap	3,262,990	209,901	—	3,038,500	418,000	292,956	3,939,729	75.8	.....	125,599	65,554	—	.....
31 Mar.	'59 79 .2	—	.....	—	.....	.....	.....	Norfolk and Petersburg	2,106,066	*	10,500	1,511,000	489,110	209,923	2,222,168	79.2	.....	.....	.....	—	.....
30 Sep.	'59 103.5	—	.....	—	8	.....	.....	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	.....
30 Sep.	'59 148.7	9.1	4.5	—	12	10	101	Orange and Alexandria	6,060,824	*	—	1,981,167	2,316,879	285,532	6,225,015	97.6	.....	288,297	157,571	—	.....
30 Sep.	'59 123.3	10.1	.....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	.....
31 Dec.	'58 59.2	21.3	.....	—	14	17	131	Petersburg and Roanoke	988,791	192,940	—	883,200	127,427	34,344	1,313,057	80.5	.....	310,988	186,085	5	.....
30 Sep.	'58 140.5	1.8	.....	—	23	18	370	Richmond and Danville	3,588,653	*	—	1,981,017	1,126,407	25,153	4,424,671	142.3	263,893	491,674	267,192	—	65
31 Mar.	'58 75.1	—	.....	—	.....	.....	.....	Richm., Frederick & Potomac	1,985,579	*	52,800	1,033,600	680,115	116,550	2,183,232	75.1	.....	269,126	145,656	7	70
30 Apr.	'59 22.2	2.7	.....	—	10	16	192	Richmond and Petersburg	1,087,949	*	—	836,100	201,408	34,681	1,250,186	24.9	79,921	157,542	82,485	6	64
30 Sep.	'59 38.3	—	.....	14.3	2	1	13	Richmond and York River	688,190	22,810	—	657,812	85,000	.....	742,812	24.0	.....	.....	.....	—	.....
31 Aug.	'58 80.0	—	.....	—	10	11	169	Seaboard and Roanoke	1,360,988	*	33,700	644,000	473,940	59,776	1,449,037	80.0	.....	240,817	105,728	—	.....
30 Sep.	'59 178.0	17.0	.....	10.0	27	20	280	Virginia Central	4,835,729	527,181	—	3,132,445	1,485,346	43,605	8,816,522	195.0	304,195	652,405	382,696	4½	50
31 Aug.	'59 204.2	10.7	.....	—	36	12	385	Virginia and Tennessee	5,571,716	771,086	—	3,353,672	3,247,500	671,218	7,272,580	214.9	387,413	672,894	278,759	—	.....
30 Sep.	'57 32.3	—	.....	—	.....	.....	.....	Winchester and Potomac	573,998	*	—	300,000	120,000	18,592	573,998	32.3	.....	69,009	10,815	—	.....
								WISCONSIN.													
1 Dec.	'59 55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	.....
25 Mar.	'59 199.8	—	.....	—	.....	.....	.....	*Milwaukee and Minnesota*	.....	.....	—	10,872,000	10,414,066	996,587	22,282,653	199.8	.....	492,454	.....	—	.....
31 Dec.	'58 40.0	—	.....	—	5	10	75	Milwaukee and Chicago	1,830,073	*	23,304	1,000,000	600,000	246,365	1,908,556	40.0	74,243	159,456	82,182	—	.....
.. ..	'57 42.0	—	.....	27.8	.....	.....	.....	Milwaukee and Horicon	919,757	*	—	1,101,200	.....	.....	.....	42.0	10 mos.	60,066	.....	—	.....
31 Dec.	'58 191.9	42.5	28.3	—	43	33	633	*Milwaukee and Mississippi*	7,108,026	1,006,100	—	3,696,693	4,047,000	762,852	8,506,545	234.4	.....	883,186	439,943	—	3
.. ..	'57 50.0	—	.....	85.0	.....	.....	.....	Milw., Watertown & Baraboo	514,238	.....	—	345,861	132,000	.....	.....	50.0	.....	121,401	.....	—	.....
1 Jan.	'58 104.0	—	.....	38.8	.....	.....	.....	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	86.0	.....	213,964	31,045	—	.....
.. ..	'58 10.0	—	.....	55.0	—	—	—	Wisconsin Central	600,000	.....	—	.....	.....	.....	operated	by	Fox Riv	er Vall.	.....	—	.....
								FOREIGN COMPANIES.													
								CANADA.													
31 July	'59 158.5	—	.....	—	26	24	341	Buffalo and Lake Huron	2,884,887	740,870	—	3,715,762	187,366	107,067	4,010,195	158.5	363,213	.....	.....	—	.....
.. ..	'59 81.0	—	.....	—	16	17	214	Montreal and Champlain	.....	.....	—	.....	.....	.....	.....	81.0	166,245	.....	.....	—	.....
.. ..	'59 37.0	11.0	.....	72.0	2	2	17	Brockville and Ottawa	.....	.....	—	.....	.....	.....	.....	48.0	.....	.....	.....	—	12
30 Sep.	'58 624.0	137.0	.....	78.0	204	130	2,399	Grand Trunk	46,651,084	*	—	15,603,128	31,351,133	—	46,954,261	761.0	2,049,997	1,069,219	4,000	6	38
.. ..	'59 229.0	128.0	.....	—	87	126	1,689	Great Western	22,153,321	*	—	14,054,908	8,480,849	.....	.....	357.0	1,360,900	.....	.....	3	.....
.. ..	'59 24.0	—	.....	—	2	2	52	London and Port Stanley	.....	.....	—	.....	.....	.....	.....	24.0	37,081	.....	.....	—	.....
.. ..	'59 95.0	1.6	.....	—	17	20	337	Northern (O. S. & H.)	.....	.....	—	.....	.....	.....	.....	96.8	254,530	.....	.....	—	.....
.. ..	'59 54.0	—	.....	—	5	8	118	Ottawa and Prescott	.....	.....	—	.....	.....	.....	.....	54.0	89,222	.....	.....	—	.....
.. ..	'59 25.0	—	.....	—	4	—	57	Welland	.....	.....	—	.....	.....	.....	.....	25.0	.....	.....	.....	—	.....
								NEW BRUNSWICK.													
30 Nov.	'58 29.9	0.9	.....	79.3	.....	.....	.....	European & North American	2,100,356	*	—	.....	.....	.....	.....	29.9	.....	.....	.....	—	.....
.. ..	'59 60.0	—	.....	—	.....	.....	.....	New Brunswick and Canada	988,746	*	—	868,493	—	70,253	988,746	60.0	.....	.....	.....	—	.....
								NOVA SCOTIA.													
.. ..	'59 61.5	—	.....	60.1	.....	.....	.....	Nova Scotia	.....	.....	—	.....	.....	.....	.....	61.5	.....	.....	.....	—	.....
								NEW GRANADA.													
.. Dec.	'58 48.7	—	.....	—	.....	.....	.....	Panama	8,000,000	*	—	4,973,000	2,427,000	—	8,033,000	48.7	.....	1,925,444	1,360,160	12	1[illegible]

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :				
Mortgage	$300,000	7	1867	----
Convert. (guar. by Dir.)	150,000	7	1863	----
Land Mortgage	23,500	7	1869	----
Alabama and Miss. Rivers :				
State (Ala.) Loan	123,171	---	------	----
Mortgage	109,500	---	------	----
Alabama and Tenn. Rivers :				
1st Mortgage convertible	526,000	7	1872	----
2d Mortgage	225,705	8	1864	----
Albany, Vt. and Canada :				
1st Mortgage	500,000	7	1867	----
Albany and West Stockbridge :				
Albany City (S. F.)	1,000,000	6	'66-'76	----
Androscoggin and Kennebec :				
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	----
Stock, convert. (Coupon)	710,000	6	'63-'66	----
Atlantic and St. Lawrence :				
Dollar Bonds (Coupon)	988,000	6	1866	----
Sterling Bonds (Coupon)	484,000	6	1878	----
City of Portland Loan (Coup.)	1,500,000	6	'68-'70	----
Baltimore and Ohio :				
Maryland Sterling	3,000,000	5	------	----
Mortgage Coupon	2,500,000	6	1885	84
" "	700,000	6	1880	85
" "	1,128,500	6	1875	90
" "	1,000,000	6	1867	93
Balt. City Loan	5,000,000	6	------	----
Bellefontaine and Indiana :				
1st Mortgage convertible	791,000	7	1866	57
2d Mortgage	140,000	7	1870	----
Real Estate (1861, '63, '68)	129,000	7	var.	----
Income (S. F.)	199,500	7	1859	----
Belvidere Delaware :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877	----
2d Mortgage	445,500	6	------	----
Camd. and Amb. R.R. Co.	244,000	6	------	----
Black River and Utica :				
1st Mortgage	370,000	7	1869	----
Boston, Concord and Montreal :				
1st Mortgage	200,000	6	1870	----
2d Mortgage	300,000	7	1870	----
3d Mortgage Coupons	150,000	6	------	----
4th Mortgage Coupons	200,000	7	------	----
Sinking Fund	200,000	6	------	----
Boston and Lowell :				
Mortgage	440,000	6	1873	----
Boston and Worcester :				
Mortgage (plain)	100,000	6	1860	----
Mortgage (convertible)	500,000	6	1860	----
Buffalo and State Line :				
1st Mortgage	500,000	7	1866	90
Income (⅛ in '59, ¼ in '62)	200,000	7	var.	----
Unsecured	200,000	7	1864	----
Erie and North-East	149,000	7	------	----
Burlington and Missouri :				
1st Mort. on 1st Division	590,000	---	------	----
Burlington Loan	75,000	---	------	----
Cairo and Fulton (Mo.) :				
State (Mo.) Loan	650,000	6	'78-'79	----
Camden and Amboy :				
Mortgage	367,000	6	1864	----
Mort. (chgd from Sterl'g)	888,000	5	1864	----
Mortgage	800,000	6	1849	----
Mortgage	1,700,000	6	1875	87½
Sterling (£210,000)	1,008,000	5	1864	----
Sterling (£225,000)	1,080,000	6	1864	----
New Loan (iss'd $337,000)	2,500,000	6	1887	----
Unsecured	800,000	6	1863	----
*Catawissa, Williamsp. and Erie :				
1st Mortgage	1,500,000	7	1865	32
2d Mortgage	399,036	7	1886	----
Chattel Mortgage	380,000	10	1871	----
Cayuga and Susquehanna :				
1st Mortgage	300,000	7	1865	----
Unsecured	89,000	7	1862	----
Central of Georgia :				
Mortgage	106,267	7	1863	----
Central of New Jersey :				
1st Mortgage	1,500,000	7	var.	105
2d Mortgage	1,500,000	7	1875	----
Income	375,000	7	var.	----
*Central Ohio :				
1st Mortgage	450,000	7	1861	35
1st Mortgage	800,000	7	1864	35
2d Mortgage	800,000	7	1865	----
3d Mortgage (S. F.)	950,000	7	1885	----
4th Mortgage (S. F.)	1,365,800	7	1876	----
Income (1858, '59 and '60)	1,172,200	7	var.	----
Income (iss. to Muskingum Co.	100,000	7	1862	----
Charleston and Savannah :				
1st Mortgage (endorsed)	510,000	6	------	----
2d Mortgage	1,000,000	7	------	----
Cheshire :				
Mort. ('60, '63, '75 and '77)	786,400	7	var.	----
Chicago, Burlington & Quincy :				
Consolidated 1st Mort.	1,660,000	8	1883	95
Chic. and Aur. 1st Mort.	405,000	7	1867	----
Ch. and Aur. 2d M. (S.F.)	303,000	7	1869	----
Cent. Mil. Tr. 1st Mort.	400,000	7	1864	----
Cent. M. T. 2d M. (Conv.)	281,000	8	1868	----
Chicago, Alton and St. Louis :				
1st Mortgage	----------	†	------	----
2d Mortgage	----------	†	------	----
3d Mortgage	----------	†	------	----

Description.	Amount.	Interest.	Due.	Price.
Chicago and Milwaukee :				
1st Mortgage (convertible)	$512,000	---	------	----
Income	62,000	---	------	----
Real Estate 2d Mortgage	188,864	---	1868	----
Chicago and Rock Island :				
1st Mortgage	1,397,000	7	1870	94
Chic., St. Paul and Fond du Lac :				
1st Mortgage (on 1st Division)	3,000,000	†7	------	----
2d Mortgage (1st Land Grant)	3,000,000	†8	------	----
Real Estate	350,000	†8	------	----
Cincinn., Hamilton and Dayton :				
1st Mortgage	461,000	---	1867	94
2d Mortgage	950,000	---	1880	85
*Cincinn., Wilm. and Zanesville :				
1st Mortgage	1,300,000	---	------	----
2d Mortgage	574,000	---	------	----
3d Mortgage	158,000	---	------	----
Income	250,500	---	------	----
Tunnel Right	1,000,000	---	------	----
Cleveland and Mahoning :				
1st Mortgage	694,500	---	------	----
2d Mortgage	469,000	---	------	----
3d Mortgage	38,800	---	------	----
Clev., Painesville and Ashtabula :				
1st Mortgage	564,000	7	1861	98
2d Mortgage	303,000	7	1862	----
Special (Sunbury and Erie)	500,000	7	1874	----
Convertible Scrip	300,000	7	1880	----
Cleveland and Pittsburg :				
1st Mortgage (Main Line)	800,000	7	1860	70
2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	60
3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	----
4th Mort. (M.L.) or 3d Extension	1,154,000	---	------	----
Income	118,000	---	------	----
Dividend Bonds and Scrip	491,825	---	------	----
Cleveland and Toledo :				
Junction 1st Mortgage 1st Div.	377,000	7	1867	----
Junction 1st Mortgage 2d Div.	305,000	7	1872	56
Junction 2d Mortgage	324,000	7	1862	----
Tol., Nor. and Clev. 1st Mort.	522,000	7	1863	77
Tol., Nor. and Clev. 2d Mort.	299,600	7	1863	77
Junction Income	61,500	7	1862	----
C. and T. Income	192,950	7	1863	77
C. and T. Income (convertible)	409,900	7	1864	----
C. and T. Income (convertible)	373,000	7	1864	----
C. and T. Dividend (convert.)	199,735	7	1865	----
C. and T. Income (convertible)	129,000	7	1870	----
C. and T. (S. F.) Mortgage	640,000	7	1885	71
Junction (Lloyd's)	5,000	7	1862	----
*Cleveland, Zanesville and Cin. :				
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*Columbus, Piqua and Indiana :				
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Columbus and Xenia :				
1st Mortgage	18,000	---	1859	----
Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92
Connecticut River :				
Mortgage (due 1862, '63, '78)	253,000	6	var.	----
Connectic't and Passump. Rivers :				
1st Mortgage	800,000	---	------	----
Cumberland Valley :				
1st Mortgage	116,500	---	------	----
2d Mortgage	97,000	---	------	----
Dauphin and Susquehanna :				
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Dayton and Michigan :				
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Dayton and Western :				
1st Mortgage	300,000	---	------	----
2d Mortgage	----------	---	------	----
Delaware :				
1st Mortgage	500,000	---	------	----
Guarantied	65,000	---	------	----
State Loan	170,000	---	------	----
Delaware, Lackawanna and W'n :				
1st Mortgage	900,000	---	1871	----
1st Mortgage (E. Extension)	1,500,000	---	1875	95½
2d Mortgage	2,600,000	---	1881	95
Income (due 1862, '65 and '67)	1,263,170	---	var.	87½
Detroit and Milwaukee :				
1st Mortgage (convertible)	2,500,000	7	1875	----
2d Mortgage	1,000,000	8	1866	----
3d Mortgage (convertible)	750,000	10	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	----
Dubuque and Pacific :				
New Construction	800,000	†	------	----
Dubuque Western :				
1st Mortgage	344,000	†	------	----
Eastern (Mass.) :				
Income (due $75,000 annually)	525,000	6	var.	----
2d Mortgage (convertible)	710,000	5	1862	----
3d Mortgage (convertible)	445,000	6	1874	98
1st M. (State) $75,000 a y'r after '65	500,000	5	var.	----
East Tennessee and Georgia :				
State, 1st Mortgage	970,000	---	------	----
Endorsed by State of Tennessee	150,000	---	------	----
Mortgage (ordinary)	790,688	---	------	----
East Tennessee and Virginia :				
State, 1st Lien	1,602,000	---	------	----
Endorsed by State of Tenness.	200,000	---	------	----
1st Mortgage (after State)	100,000	---	------	----
Redeemable in Stock	66,950	---	------	----

Description.	Amount.	Interest.	Due.	Price.
Eaton and Hamilton :				
1st Mortgage	$757,734	†	var.	----
Erie and North-East :				
Exchanged for Buff. and St. L.	149,000	---	------	----
Evansville and Crawfordsville :				
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Florida :—				
Internal Improvement (State)	1,655,000	7	1891	----
Free Land, 2d Mortgage	1,500,000	8	1891	----
Florida and Alabama :				
Internal Improvement (State)	----------	7	1791	----
Free Land, 2d Mortgage	----------	8	1791	----
Florida, Atlantic and Gulf Centr. :				
Internal Improvement (State)	300,000	7	1791	----
Free Land, 2d Mortgage	200,000	8	1791	----
Fox River Valley :				
1st Mortgage	400,000	†	------	----
2d Mortgage	180,000	---	------	----
Galena and Chicago Union :				
Litchfield	52,015	7	1859	----
1st Mortgage (S. F.)	1,993,000	7	'62-'63	93½
2d Mortgage (S. F.)	1,738,000	7	1875	89
Galvest'n, Houst. and Henders'n :				
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*Great Western, Ill. :				
1st Mortgage (W. Div. 100 m.)	1,000,000	10	------	----
1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	------	----
Old Sang. and Morg. Railroad	41,000	---	------	----
2d Mortgage	323,000	---	------	----
Chattel (Equipment) Mortgage	374,426	---	------	----
Greenville and Columbia :				
1st Mortgage, Coupon	1,145,000	---	------	----
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Hannibal and St. Joseph :				
Missouri State Loan (1st Lien)	3,000,000	6	20&30	----
Land Security	5,000,000	7	------	59½
2d Mortgage (convertible)	757,000	7	------	----
Plain	11,000	7	------	----
Harrisburg and Lancaster :				
New Dollar Bonds	459,872	6	1883	93½
Hartford and New Haven :				
1st Mortgage	1,000,000	6	1873	97
Hartf'd, Providence and Fishkill :				
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Houston and Texas Central :				
State (1st Lien) Loan	210,000	---	------	----
Mortgage	125,000	7	1866	----
Hudson River :				
1st Mortgage	4,000,000	7	'69-'70	104½
2d Mortgage	1,980,000	7	1860	102½
3d Mortgage	1,840,000	7	1875	90½
Convertible	1,002,000	7	1877	77
Illinois Central :				
Optional Right Scrip	65,000	7	1868	60½
Construction	12,885,000	7	1875	90½
Construction	4,115,000	6	1875	90½
Free Land	3,000,000	7	1860	100
Indiana Central :				
1st Mortgage (convertible)	600,000	7	1866	----
2d Mortgage	284,500	10	------	----
Income	281,500	10	------	----
Indianapolis and Cincinnati :				
1st Mortgage	500,000	7	1866	85
2d Mortgage	400,000	7	------	75
Real Estate Mortgage	200,000	7	1858	----
Dividend	86,284	7	------	----
Income and Domestic	176,000	---	var.	----
Indianap., Pittsb. and Cleveland :				
1st Mortgage	656,000	---	------	----
2d Mortgage	167,000	---	------	----
Income	166,000	---	------	----
Domestic	34,200	---	------	----
Jeffersonville :				
1st Mortgage	289,000	---	------	----
2d Mortgage	392,000	---	------	----
*Kennebec and Portland :				
1st Mortgage (City and Town)	800,000	6	1870	----
2d Mortgage	230,000	6†	1861	----
3d Mortgage	250,000	6†	1862	----
*Kentucky Centr. (Cov. and Lex.) :				
1st Mortgage	160,000	6	------	----
1st Mortgage	260,000	7	------	----
2d Mortgage (convertible)	1,000,000	7	------	----
3d Mortgage	600,000	7	------	----
Guarantied by Covington	200,000	6	------	----
Cincinnati (exchanged)	100,000	6	------	----
Income (issued 1854)	400,000	10	1859	----
Income (issued 1855)	210,000	6	1860	----
Kent'ky Centr. (Lex. and Danv.) :				
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Keokuk, Ft. D. Moines and Minn. :				
City of Keokuk, 20 years	400,000	8†	------	----
City of Keokuk, (special tax)	150,000	10†	------	----
Lee County, 20 years	150,000	8	------	----
Keokuk, Mt. Pleas't and Muscat. :				
Lee County	150,000	8	------	----
City of Keokuk	200,000	8	------	----
Henry and Louisa Company's	50,000	8	------	----
Lehigh Valley :				
1st Mortgage	1,500,000	6	------	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:				
1st Mortgage (Eastern Div.)	$903,000	†	------	----
2d Mortgage (Eastern Div.)	1,000,000	†	------	----
1st Land Grant (Western Div.)	4,000,000	†	------	----
2d Land Grant (Western Div.)	353,600	†	------	9
3d Mortgage (whole road)	1,700,000	†	------	----
Farm Mortgage	1,087,700	†	------	----
Unsecured Bonds	1,785,000	†	------	----
Lexington and Frankfort:				
Mortgage, due 1864, '69 and '74	130,000	6	------	----
Little Miami:				
Cincinnati Loan	100,000	---	------	----
1st Mortgage	138,000	6	------	85
2d Mortgage	7,000	6	------	----
3d Mortgage	981,000	6	------	----
Long Island:				
State Loan [S. F.]	100,000	5	1876	----
1st Mortgage	500,000	6	1870	----
Louisville and Frankfort:				
Louisville Loan	174,000	---	------	----
1st Mortgage	248,000	---	------	----
Louisville and Nashville:				
State [Tenn.], 1st Lien	300,000	6	------	----
1st Mortgage	2,000,000	---	------	----
McMinnville and Manchester:				
State [Tenn.]	372,000	6	------	----
Mortgage	24,000	7	------	----
Mortgage	10,000	6	------	----
Madison and Indianapolis:				
State [Ind.] Loan	----------	---	------	----
Mortgage	----------	---	------	----
*Marietta and Cincinnati:				
1st Mortgage [convertible]	2,500,000	7†	1868	----
2d Mortgage	2,000,000	7†	------	----
3d Mortgage	1,500,000	7†	------	----
Sterling Income	333,000	4	------	----
Domestic	928,617	---	'59-'62	----
Memphis and Charleston:				
State [Tenn.] Loan	1,100,000	6	------	----
1st Mortgage	1,600,000	7	1880	----
Memphis, Clarkesv. and Louisv.:				
State [Tenn.] Loan	910,000	6	------	----
Memphis and Ohio:				
State [Tenn.] Loan	1,340,000	6	------	----
Michigan Central:				
1st Mortgage Sterling	467,489	6	------	----
1st Mortgage (convertible)	500,000	8	------	96
Unconvertible	258,000	8	------	----
1st Mortgage (convert.) Dollar	3,831,000	8	------	----
1st Mortgage (S. F.), convertible	3,087,000	8	------	96
Mich. Southern and N'n Indiana:				
Michigan Southern	993,000	†7	1857	75
Northern Indiana	985,000	†7	1861	----
Erie and Kalamazoo	300,000	†	1862	----
Michigan Southern	259,000	†	1863	----
Northern Indiana	299,000	†	1863	----
Jackson Branch	203,000	†	1865	----
Goshen Air Line	1,335,000	†	1868	----
Detroit and Toledo	336,000	†	1876	----
General Mortgage (S. F.)	2,458,000	†	1885	----
2d Mortgage	2,175,000	†	1877	47
*Milwaukee and Beloit:				
1st Mortgage	630,000	8	------	----
Milwaukee and Chicago:				
1st Mortgage	400,000	8	------	----
2d Mortgage	200,000	7	------	----
*Milwaukee and Horicon:				
1st Mortgage	420,000	8	------	----
2d Mortgage	600,000	8	------	----
Farm Mortgage	150,000	10	------	----
Milwaukee and Mississippi:				
1st Mortgage (convertible)	74,000	10†	1861	----
1st Mortgage (convertible)	526,000	8†	1862	----
1st Mortgage (convertible)	650,000	8†	1863	----
1st Mortgage (convertible)	1,250,000	8†	1877	----
South-West Branch	350,000	8†	1866	----
2d Mortgage	600,000	10†	1862	35
Construction	500,000	7†	1859	----
3d Mortgage	500,000	8†	1862	----
Mississippi Central:				
1st Mortgage	1,007,363	7	------	----
Income	91,200	10	------	----
Tennessee State	45,000	6	------	----
Mississippi Central and Tenn.:				
State (Tenn.) Loan	529,000	6	------	----
Income	95,500	---	------	----
Mississippi and Missouri:				
1st Mortgage (convertible)	1,000,000	7	------	----
2d Mortgage (S. F.)	400,000	8	------	----
Oskaloosa Division	1,425,000	7	------	----
Land Grant	7,000,000	7	------	----
Mississippi and Tennessee:				
Tennessee State Loan	98,000	6	1885	----
Mississippi State Loan	202,799	6	------	----
1st Mortgage	171,000	7	1876	----
Mobile and Ohio:				
City (Mobile) Tax Loan	400,000	6	------	----
Tennessee State Loan	674,860	6	------	----
Alabama State Loan	389,410	6	------	----
Income	759,415	8	1861	----
Income	354,723	8	1862	----
Income	375,132	8	1865	----
Income	18,700	8	1867	----
Sterling	878,035	6	1883	----
Mississippi State Loan	200,970	6	------	----
Montgomery and West Point:				
Alabama State Loan	$122,622	---	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	var.	----
Mortgage	450,000	8	1866	----
Muscogee:				
1st Mortgage	249,000	7	------	----
Nashville and Chattanooga:				
Mortgage (State endorsed)	1,500,000	---	------	----
Chat. and Clev. Subsc. (endors.)	150,000	---	------	----
Not endorsed	24,000	---	------	----
*New Albany and Salem:				
Crawfordsville	175,000	7	------	----
1st Mortgage	500,000	10	------	----
1st Mortgage	2,235,000	6	------	----
New Haven and Hartford:				
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N. Hav., N. Lond. and Ston'gton:				
Mortgage	450,000	7	------	----
Mortgage	200,000	6	------	----
Extension	100,000	10	------	----
New Haven and Northampton:				
1st Mortgage	500,000	---	1869	----
New Jersey:				
Company's (various)	711,000	---	var.	103
New London, Willim. and Palmer:				
1st Mortgage	500,000	7†	------	----
2d Mortgage	300,000	6†	------	----
Income (convertible)	152,000	6†	------	----
New London City	100,000	6†	------	----
N. Orl'ns, Jackson and Gt. North.:				
State (Miss.) Loan	155,000	---	------	----
1st Mortgage	3,000,000	8	1886	----
N. Orl'ns, Opelous. and Gt. West.:				
Louisiana State Loan	621,000	---	------	----
New Orleans City Loan	1,500,000	---	------	----
1st Mortgage (S. F.)	2,000,000	8	1889	----
New York Central:				
Albany Loan—Alb. and Sch'dy.	127,000	5	1864	105
State Loan—Sch'dy and Troy	100,000	6	1867	----
State Loan—Rochester and Syr.	77,382	5½	1861	----
State Loan—Buffalo and Roch.	55,300	5½	1865	----
State Loan—Roch., L. and N. F.	298,000	7	1861	----
Stock Subscription	785,000	6	1883	91
Premium Consolidated Stock	8,000,000	6	1883	91
Real Estate	221,000	6	1883	----
New Convertible	3,000,000	7	1864	102½
*New York and Erie:				
1st Mortgage	3,000,000	7	1867	98
2d Mortgage	4,000,000	7	1859	95
3d Mortgage (convertible)	6,000,000	7	1871	77
4th Mortgage (convertible)	3,729,000	7	1880	58
5th Mortgage	1,277,000	7	1883	85
Unsecured (convertible)	2,618,000	7	1871	29
Unsecured (convertible)	2,443,000	7	1862	29
Sinking Fund	2,193,000	7	1875	49
New York and Harlem:				
1st Mortgage	3,000,000	7	1873	99½
2d Mortgage	1,000,000	7	1864	97
3d Mortgage	1,000,000	7	1867	79
New York and New Haven:				
1st Mortgage	311,000	7	1860	----
1st Mortgage	964,000	6	1866	96
1st Mortgage	930,000	6	1875	----
N. York, Providence and Boston:				
1st Mortgage	331,000	6	------	----
North Carolina:				
State Loan	2,000,000	6	------	----
State Loan	1,000,000	6	------	----
North-Eastern (S. C.):				
1st Mortgage	700,000	---	------	----
2d Mortgage	224,500	---	------	----
Real Estate	35,910	---	------	----
Northern Central:				
Balt. and Susq. R. R. (Coupons)	150,000	6	1866	----
Md. State Loan (B. and Susq.)	150,000	6	------	----
York and Cumberland 1st Mort.	175,000	6	1870	----
York and Cumberland 2d Mort.	25,000	6	1871	----
York and C. guar. by Baltimore	500,000	6	1877	----
N. C. Contract	292,300	6	1875	----
Construction	1,903,500	6	1885	----
Northern (Ogdensburg):				
1st Mortgage	1,500,000	7†	1859	----
2d Mortgage	3,077,000	7†	1861	----
North Missouri:				
State Loan	2,000,000	6	------	----
State Loan	2,000,000	6	------	----
State Loan	350,000	6	------	----
North Pennsylvania:				
Mortgage	2,500,000	---	------	68
Chattel Mortgage	214,500	10	------	----
Northern (N. H.):				
Mortgage (due 1860, '64 and '74)	219,500	---	var.	----
Norwich and Worcester:				
Mass. State Loan	400,000	6	1877	----
Mortgage	205,800	6	1860	----
Mortgage	16,000	7	1860	----
Dividend Scrip and Bonds	102,330	6	var.	----
Ohio and Mississippi (O. and Ind.):				
1st Mortgage	2,193,500	†	1858	----
2d Mortgage	316,995	†	------	----
Construction	4,637,920	†	1858	50
Income	3,591,185	†	1858	----
Ohio and Mississippi (Ill.):				
---- ---- ----	----------	---	------	----
Orange and Alexandria:				
State Loan	$400,000	---	------	----
1st Mortgage	1,055,500	6	------	79
2d Mortgage	461,378	8	------	----
Pacific (Mo.):				
State (Mo.) Loan	7,000,000	6	------	----
State Loan (S. W. Branch)	2,800,000	6	------	----
Construction	4,500,000	6	------	----
Panama:				
1st Mortgage Sterling	1,250,000	7	1865	100
2d Mortgage Sterling	1,150,000	7	1872	----
Convertible	27,000	7	------	----
Pennsylvania:				
1st Mortgage (convertible)	4,905,000	6	1888	100
2d Mortgage	1,928,000	6	1875	----
2d Mortgage Sterling	1,539,840	6	1875	----
State Works Bonds	7,400,000	5	------	----
Pennsylvania Coal Company:				
1st Mortgage	600,000	7	------	----
Penobscot and Kennebec:				
Bangor City 1st Mortg. (Coupon)	800,000	6	1874	----
2d Mortgage (Coupon)	250,200	6	1876	----
3d Mortgage (Coupon)	156,600	6	1871	----
Pensacola and Georgia:				
State Internal Improvement	----------	7	35 y's	----
Free Land	----------	---	------	----
Peoria and Oquawka:				
---- ---- ----	----------	†	------	----
Peru and Indianapolis:				
---- ---- ----	----------	†	------	----
Petersburg:				
Mortgage (due 1863 to 1872)	103,000	7	var.	----
Petersb'g and Lynchb'g (S. Side):				
State (Va.) Loan (S. F.)	800,000	7	------	----
1st Mortgage (1859-'70-'75)	365,000	6	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	var.	----
Special Mortgage (1865-'68)	175,000	6	var.	----
Last Mortgage (1861 to 1869)	133,500	8	var.	----
Phila., Germant'n and Norrist'n:				
Consolidated Loan	274,800	---	------	----
Loan of 1842	100,000	---	------	----
Philadelphia and Reading:				
Mortgage	705,000	5	1860	99½
Mortgage	1,572,800	6	1860	99½
Mortgage (convertible)	886,000	6	1860	99½
Mortgage (convertible)	134,000	6	1860	99½
Mortgage	3,209,600	6	1870	80
Mortgage (convertible)	3,586,500	6	1886	73
Lebanon Valley R. R. (convert.)	1,500,000	7	1886	72½
Real Estate Mortgage	516,450	---	var.	----
Phila., Wilmington and Baltimore:				
Mortgage Loan	688,929	6	1860	----
Mortgage Loan	1,696,500	6	1884	----
Improvement	119,000	6	1863	----
Pittsburg and Connellsville:				
Pittsburg Loan	500,000	---	------	----
Alleghany Co. Loan	750,000	---	------	----
Connellsville Loan	100,000	---	------	----
Mc'Keesport Loan	100,000	---	------	----
Baltimore Loan	1,000,000	---	------	----
Cumberland Loan	200,000	---	------	----
*Pittsb'g, Ft. Wayne and Chicago:				
1st Mortgage (O. and P.)	1,000,000	---	1865	----
2d Mortgage (O. and P.)	750,000	---	1866	----
Income (O. and P.)	1,991,000	---	1873	45
Bridge (O. and P.)	199,500	---	------	----
1st Mortgage (O. and I.)	1,000,000	---	1872	----
2d Mortgage (O. and I.)	380,000	---	1873	----
1st Mortgage (F. W. and Chic.)	1,250,000	---	1873	----
Real Estate (F. W. and Chic.)	498,000	---	1874	----
Mortgage, Consolidated Comp'y	1,229,000	---	1887	----
Pittsburg and Steubenville:				
Mortgage	800,000	†	1865	----
Platte County:				
State (Mo.) Loan	300,000	6	1879	----
Potsdam and Watertown:				
1st Mortgage	800,000	7†	'64-'74	----
Quincy and Chicago:				
1st Mortgage	1,200,000	---	1873	----
Racine and Mississippi:				
1st Mortgage (Eastern Division)	680,000	†	------	----
1st Mortgage (West'rn Division)	757,000	†	------	----
Raleigh and Gaston:				
Coupon	100,000	---	1862	----
Rensselaer and Saratoga:				
1st Mortgage	----------	7	1863	----
Richmond and Danville:				
State (Va.) Loan	600,000	---	------	----
Guarantied by State	200,000	---	1875	96
Mortgage (Coupon)	250,000	---	1869	----
Registered	150,000	---	1860	----
Richmond, Fred. and Potomac:				
Sterling (£67,000)	324,006	---	1860	----
Convertible	54,500	---	1875	----
Dividend Certificates	35,800	---	1857	----
Dividend Certificates	265,809	---	1869	----
Richmond and Petersburg:				
Coupon	159,000	---	1875	----
*Rutland and Burlington:				
1st Mortgage	1,800,000	---	------	----
2d Mortgage	913,500	---	------	----
3d Mortgage	426,400	---	------	----
Sacramento Valley:				
1st Mortgage	400,000	---	------	----
2d Mortgage	356,000	---	------	----

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1856	----
Mortgage	997,000	7	1866	----
Mortgage	1,000,000	7	1875	----
Dividend	224,000	6	'60–'62	----
Sand'sky, Mansfield and N'wark:				
1st Mortgage	1,290,000	†	------	----
Saratoga and Whitehall:				
1st Mortgage	250,000	7†	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	1856	----
Unsecured	45,000	7†	1858	----
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	----
3d Mortgage	75,000	---	1870	----
4th Mortgage	60,000	---	1856	----
South Carolina:				
State Loan	200,000	5	1868	----
Sterling	183,333	6	1863	----
Sterling	2,000,000	5	1866	----
Auditor's	246,500	7	------	----
Southern Mississippi:				
1st Mortgage	500,000	---	------	----
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	----
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	------	----
2d Mortgage	450,000	---	------	----
*Steubenv. and Ind. (P. C. and C.):				
1st Mortgage	1,500,000	---	------	----
2d Mortgage	900,000	---	------	----
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7†	------	----
2d Mortgage	1,535,000	7†	------	----
3d Mortgage (Income)	1,000,000	10†	------	----
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	------	----
St. Louis City Subscription	500,000	---	------	----
St. Louis County Subscription	1,000,000	---	------	----
Carondelet Subscription	50,000	---	------	----
Sunbury and Erie				
Mortgage	1,000,000	7	------	----
Mortgage	7,000,000	5	------	----
Syracuse, Binghamton and N. Y.:				
---- ---- ----	----------	---	------	----
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7†	'62–'72	50
2d Mortgage (convertible)	2,000,000	7†	'68–'70	36
1st Mortgage (Bel. and Ill.)	517,000	7†	1873	----
2d Mortgage (Bel. and Ill.)	494,000	7†	1869	----
3d Mortgage (Bel. and Ill.)	503,000	10†	1874	----
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	------	----
Mortgage	46,000	---	------	----
Terre Haute and Richmond:				
1st Mortgage (convertible	230,000	7	1866	----
Toledo, Wabash and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7†	1865	----
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7†	1869	----
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7†	1891	----
Real Estate (L. Er., W. and St. L.)	300,000	7†	1861	----
1st Mortgage (Toledo and Ill.)	900,000	7†	1865	----
2d Mortgage (Toledo and Ill.)	800,000	7†	1865	----
3d Mortgage (Toledo and Ill.)	600,000	7†	1865	----
*Vermont Central:				
1st Mortgage	----------	---	------	18
2d Mortgage	----------	---	------	1¼
Virginia Central:				
Mort., guarantied by State of Va.	100,000	6	1880	82½
Mortgage	206,000	6	1872	----
Mortgage, (coupons)	941,000	6	1884	----
Dividend, due 1865, '66 and '75	238,346	6	var.	----
Income (1859 to 1863)	168,382	7	var.	----
---- ---- ----	----------	---	------	----
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	----
1st Mortgage	500,000	6	1872	82½
Fractional Mortgage	23,500	6	1868	82½
2d or Enlarged	1,000,000	6	1884	80
Salt Works Br. Mort. due '58–'61	203,000	6	var.	----
3d Mortgage (Income)	431,000	6	1865	79½
Warren (N. J.):				
1st Mortgage	568,500	---	1875	----
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	----
Western (Mass.):				
Sterling (£899,900)	4,319,520	5	'68–'71	----
Albany City (Alb'y and W. S.)	1,000,000	6	'66–'76	----
*Western Vermont:				
1st Mortgage	700,000	---	1861	----
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	----
---- ---- ----	----------	---	------	----
---- ---- ----	----------	---	------	----
Wilmington and Manchester:				
1st Mortgage	596,000	---	------	----
2d Mortgage	1,000,000	---	------	----
Income	177,000	---	------	----
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	------	----
Sterling, issued in 1858	144,500	---	------	----
Company's, endorsed by State	203,500	---	------	----
Winchester and Potomac:				
Mortgage	120,000	6	1867	----
York and Cumberland:				
1st Mortgage	398,000	†	------	----

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

American Railroad Journal.

Saturday, May 26, 1860.

Improvement of Western Railroads.

The increased earnings of Western railroads are entirely due to a larger movement of produce over previous years. The following statement will show the receipts of grain at Chicago for 1860, to May 15, over corresponding periods of 1858 and 1859:

	1858.	1859.	1860.
January 9	190,550	61,293	156,237
January 16	176,540	79,291	231,852
January 23	177,680	72,350	333,095
January 30	147,623	84,971	321,288
February 6	96,664	136,778	241,886
February 13	160,054	133,298	288,130
February 20	173,008	173,847	254,601
February 27	232,123	112,056	188,588
March 6	190,090	101,260	131,993
March 13	232,142	84,794	230,129
March 20	127,772	77,726	481,498
March 27	115,062	182,185	299,575
April 3	172,443	155,379	281,266
April 10	330,184	181,914	442,743
April 17	319,637	129,686	428,919
April 24	310,759	168,945	529,977
May 1	678,682	185,433	514,584
May 8	497,514	213,831	836,293
May 15	493,612	228,403	677,333
Total, 19 weeks	4,832,139	2,563,440	6,568,887

The following table shows the difference in receipts of principal articles in the two years from January 1, to the present time:

	1859.	1860.	Increase.
Flour, bbls.	128,562	140,609	12,047
Wheat, bush.	769,016	1,176,585	407,500
Corn, bush	980,504	4,408,718	3,428,214
Oats, bush.	156,846	312,271	145,425

The crop of Indian corn the past year throughout the greater portion of Illinois was good. There is an active Eastern demand for it, at remunerating prices. Should good crops follow for two years to come, and a similar demand continue, we shall see a very different state in the West.

The Illinois Central Railroad will gain the most, as all that is wanting to ensure a rapid sale, and payments for its lands, is good crops and fair prices. One good crop will realize enough to the farmer to pay for his land at the highest prices asked by the company. The present change for the better is greatly to the advantage of this company, and will add largely to its receipts from land sales, the present year.

Macon and Augusta Railroad Company.

This company was organized at Augusta, Ga., on the 16th inst., by the election of the following named gentlemen as directors, viz:

S. D. Heard, Jno. Macmurphy, W. D. Bowen, J. R. Stoughton, Claiborne Snead, Jno. P. King, John Bones, Henry Moore, Robert Collins, Thos. M. Turner, and Wm. H. Goodrich.

The committee on subscriptions reported the following amounts of stock as having been taken:

By city of Augusta	$500,000
By citizens	122,000
By city of Macon	50,000
By county of Baldwin	60,000
By citizens of Hancock	125,000
By citizens of Jones	105,000
By citizens of Macon	50,000
	$1,013,200

In addition to the above it was reported that $15,000 had been taken by the citizens of Warrenton. The amount subscribed exceeds that required by the charter.

New Railroad Through Pennsylvania.

The people through the south-western portion of this State are moving for the construction of a new line of railroad, commencing at Harrisburg and running in a south-westerly direction, so as to form a connection, either with the Baltimore and Ohio, or Pittsburg and Connellsville Railroads. In furtherance of this object a convention was held this week at Harrisburg, composed of large delegations from the south-western counties of the State. Chief Justic Lowrie of the Supreme Court presided, assisted by a number of Vice Presidents.

The Hon. Jeremiah S. Black, District Attorney of the United States, together with Col. Shriver of New York City, and nine other prominent gentlemen, were appointed a Committee of Resolutions, who reported the following preamble and resolution, which was unanimously adopted:

Whereas, It has been made manifest to this convention, upon the most conclusive evidence, that a railroad from the City of New York to the Ohio river and the heart of the Great West, may be made for less than eight millions of dollars, and twenty equated miles shorter than by any other route now in existence through Pennsylvania, and one hundred and fifty miles shorter than by any route through the State of New York; therefore

Resolved, That a Committee of five persons be appointed for the purpose of laying these facts before capitalists and other persons who are interested in this great thoroughfare of trade, and inviting their aid to secure the speedy completion of this important enterprise.

The Committee was appointed and consists of Thos. Shriver, Isaac Hughes, John Cessna, A. P. Wilson and Nelson Reilly.

The route to be adopted we presume will be that occupied by the Shermans Valley Railroad.

Alabama and Florida Railroad.

The following named gentlemen have been re-elected directors of the Florida end of this road for the running year:

President—Wm. H. Chase.

Directors—F. Bobe, O. M. Avery, A. E. Maxwell, L. M. Merritt, E. E. Simpson, A. L. Avery, J. Sierra and Alex. McVoy.

The report of the President states that thirty-two miles being now open, there remains but thirteen miles of track laying to be completed to the line. No impediments on this section due to the want of preparation exist, either of the road bed or trestle work, to prevent reaching the State line by the first of July; and we are informed by the superintendent and chief engineer of the Alabama Company, that their road will be extended to a point sixty-five miles from Montgomery, and within fifty miles of the State line by the first of July next. The whole route will probably be completed within a year from the present time.

☞ WILLIAM H. BERRYMAN, Esq., has opened a store at No. 38 Harrison st., in this city, for the sale of BOILER PLATES and RIVETS, Tank, Angle and Bar Iron, Smoke Pipe, Boiler Tubes, etc.

Mr. Berryman's long experience as a practical *Machinist*, and manufacturer of *Boilers*, enables him from professional knowledge to select articles of the best description; so that, in filling orders

entrusted to him, he is enabled to give entire satisfaction, both in regard to price and quality.

Having made arrangements with some of the best manufacturers in Pennsylvania, he is enabled always to have a well assorted stock on hand, and to execute orders with punctuality and dispatch.

☞ The attention of Engineers, Conductors, etc., is invited to the advertisement of Messrs. TIFFANY & Co., in another column. According to the advertisement, an arrangement has recently been perfected by which they have obtained the exclusive sale in this market of the "*Charles Fordsham Watch.*" This watch is represented as the most accurate and durable of time-keepers. Having been tested by trials of extraordinary severity, Messrs. TIFFANY & Co. have no hesitation in asserting its superiority in every respect, over any watch that has ever come under their inspection. They refer by permission to a large number of gentlemen who have purchased the watch from them. Address Messrs. TIFFANY & Co., 550 Broadway, New York.

☞ Messrs. ROOT, RUST & CLARK, manufacturers and dealers in OILS, have removed from No. 51 Ferry St., to No. 215 Pearl St., New York, where they are prepared to fill orders for *Sperm*, *Elephant* and *Whale* Oils. They are also IMPORTERS of *Rapeseed* Oil—an excellent substitute for Sperm as a lubricator. Having been a very long time in the business, and having become thoroughly acquainted with the requirements of railroad companies, machine shops, etc., they are enabled to supply Oils adapted to their wants. Orders promptly filled, and at the lowest price. Address Messrs. ROOT, RUST & CLARK, 215 Pearl St., N. Y.

Stock and Bond Markets.

The closing cash prices at the New York Stock Exchange for each day of the week ending 23rd May, 1860, were as follows:

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23.
FEDERAL STOCKS:—						
U. S. 5s, 1874	103½	103½	103½	103½	....	104
U. S. 5s, 1865	....	....	....	....	102½	....
STATE STOCKS:—						
California 7s	91	91	91½	91½	....	91½
Georgia 6s	....	....	....	....	....	....
Illinois 5s	....	....	....	....	....	....
Indiana 5s	91½	....	....	....	....	....
Kentucky	....	....	....	....	....	....
Louisiana 6s	....	....	....	....	....	....
Maryland 6s	....	....	....	....	....	....
Michigan 6s	....	....	....	....	....	....
Minnesota 8s	....	....	....	....	....	....
Missouri	84½	84½	84½	84½	84	84½
New York 5s, 1874	....	....	....	....	....	....
North Carolina 6s	97	96½	96½	97	....	....
Ohio 6s, 1870	....	....	....	....	....	....
Tennessee 6s, 1890	91½	91½	91½	91½	91½	....
Virginia 6s	92½	92½	92½	92½	92½	92½
RAILROAD SHARES:—						
Chicago, Buri. and Q.	....	....	....	....	....	76
Chicago and Rock Isl.	69½	70	70½	71	69½	70½
Clev., Painesv. & Asht.	....	....	....	....	....	115
Clev. and Pittsburg	....	....	....	....	....	11½
Clev. and Toledo	30½	31	31	31½	30½	31
Del., Lack. and West.	....	86	....	86	86	86½
Galena and Chicago	64½	64½	64½	65½	64½	64½
Hudson River	46½	48	48½	48½	48½	49½
Illinois Central	60½	62	62½	62½	61½	62
Michigan Central	48½	49	50	50½	50½	51½
M. S. and N. I. guar'd,	25	25½	25½	26	25½	26
M. S. and N. I.	12½	12½	12½	12½	12½	13
New York Central	82½	82½	82½	82½	82½	82½
New York and Erie	22½	22½	22½	22½	22½	22½
N. York and Harlem	13	13½	13½	13½	13½	13½
N. Y. and H. "pref."	39½	39½	40½	41½	41	41
Panama	139	132	133½	134	133½	133½
Phila. and Reading	43½	43½	43	43	42½	42½
MISCELLANEOUS:—						
Del. and Hud. C. Co.	100½	....	101½	101½	....	100½
Cumberland Coal Co.	14½	14½	14½	14½	14½	14½
Pennsylvania Coal Co.	85	....	....	....	....	84½
Pacific Mail S. S. Co.	92½	88	90	91½	89½	88
Canton	21½	21½	21½	21½	21½	21½
Brooklyn Water W'a	....	....	....	102½	102½	....

The following are the closing prices in the London Market on the 12th May:

United States 5 p. c. red. '74	93½	to	94½
Illinois Central 6 p. c. red. 1875	78	to	80
Do. 7 p. c. red. 1875	81	to	82
Do. do. Fr. L'd red. '60.	92	to	93
Do. $100 shares, $60 p'd.	43	to	45
Mich. Cen. 8 per cent. con. '60	85	to	90
Do. do. 1869	84	to	86
Do. do. 1st mortgage (sinking fund), 1882	85	to	87
Do. $100 shares	43	to	48
Michigan S. & N. Indiana 7 per ct. (sinking fund) 1885	60	to	65
Do. $100 shares	10	to	15
New York Central, 6 per cent. (sinking fund) 1883	83	to	85
Do. 7 per cent. 1864	94	to	96
Do. 7 per cent. (sinking f.) 1876.	93	to	95
Do. $100 shares	71	to	73
New York and Erie 1st mortgage 7 per cent. 1867	91	to	93
Do. 2d mortgage, 1869	85	to	87
Do. 3d do. 1883, assented	76	to	78
Do. Bonds, 1862, '71, '75 do.	43	to	48
Do. Shares, assented	17½	to	18½
Pennsylvania Central B'ds, 1st mort. conv. 6 per cent.	90	to	92
Do. 2d mort. 6 per cent. sterling	89	to	92
Do. $50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860.	78	to	80
Do. 6 per cent. 1870	70	to	75
Do. $50 shares	18	to	22

Bellefontaine Railroad Line.

This "Line" is composed of the *Bellefointaine and Indiana Railroad*, extending from Indianapolis to Union, 84 miles; and the *Indianapolis, Pittsburg and Cleveland Railroad*, extending from Union to Crestline, 122 miles—making the entire length of the "Line," 206 miles.

We are in receipt of the Fourth Joint Annual Report of the Directors of these roads—being the Tenth Annual Report of the former, and the Eleventh of the latter company. The fiscal year of these companies terminated December 31, 1859. The transactions of the two roads during the year are as follows:

BELLEFONTAINE AND INDIANA RAILROAD.

EARNINGS.

	Pass'g'rs.	Freight.	Mails, etc.	Total.
Jan.	$7,247.28	$12,652.61	$2,188.30	$22,088.19
Feb	7,159.23	14,778.79	2,188.30	24,126.32
March.	10,696.26	18,230.48	2,188.30	31,115.04
April.	8,177.94	9,032.42	2,363.50	19,573.86
May	8,633.29	6,157.04	2,188.30	16,978.63
June.	7,636.33	9,089.34	2,188.30	18,913.97
July	7,116.20	8,949.05	2,363.50	18,428.75
August	9,547.47	15,035.91	2,319.70	26,903.08
Sept.	9,556.59	17,870.76	2,060.55	29,487.90
Octob'r	9,649.91	16,401.83	2,083.68	28,145.42
Nov.	7,096.14	16,146.52	2,007.52	25,250.18
Dec.	6,393.72	16,822.96	2,150.22	25,366.90
Total.	$98,910.36	161,167.71	26,290.17	286,368.24

EXPENSES.

Repairs of track	$42,423 56	
" engines	22,662 59	
" cars	14,448 05	
" buildings	2,550 70	
" bridges	1,114 87	
Train expenses	37,314 50	
Depot and stations	15,941 41	
Wood	24,734 48	
Oil and waste	4,360 15	
Salaries	5,243 11	
Loss and damage	4,770 78	
Miscellaneous	29,295 79	
		204,859.99
Net earnings		$81,508 25
Interest and taxes		95,097 66
Deficit		$13,589 41

Compared with the previous year the gross earnings show a decrease of $45,858 46
The expenses an increase of 19,445 75

Making a decrease in net earnings $65,304 21

This loss of revenue is attributable to the almost total destruction of the crops on nearly the whole road by the frost of June, 1859; while it was impracticable to make a corresponding decrease in the expenses.

The company is still without Floating Debt The following is the General Balance Sheet December 31, 1859:

ASSETS.

Cost of road and equipment	$3,020,173 13
Real estate	68,044 97
Mortgages, notes and cash in hands of real estate trustees	79,882 66
Bills receivable	37,623 35
Materials on hand	13,682 46
Due from Ex. Com. Bellefontaine Line	26,598 54
In hands of Treasurer and Agents	3,139 57
Stock in Col. Piqua & Indiana R.R.	10,000 00
One bond of Marion Co.	1,000 00
Suspense account	5,854 20
Transportation expenses of 1859	204,859 99
Interest on bonds do.	89,209 48
Taxes do.	5,888 18
	$3,565,956 53

LIABILITIES.

Capital stock	$1,859,813 02
First mort. 7 per ct. b'ds due 1866	791,000 00
Second do. do. 1870	157,000 00
Income do. do. 1859	104,500 00
do. do. do. 1870	82,500 00
Real estate do. do. 1858	1,000 00
do. do. do. 1861	30,750 00
do. do. do. 1863	40,000 00
do. do. do. 1866	48,000 00
Dividend scrip to be funded in Second mortgage bonds	12,328 00
Bills payable	6,965 88
Car loan	11,737 29
Unpaid interest on bonds	45,548 53
Surplus earnings prior to 1859	87,445 57
Gross earnings of 1859	286,368 24
	$3,565,956 53

The first mortgage bonds of the company remain the same as last year. The issue of second mortgage bonds has been increased $29,000. By an arrangement with the holders, $14,000 of 8 per cent. preferred stock has been converted into second mortgage 7 per cent. bonds, and the stock cancelled. The amount of dividend declared in January, 1857, payable in second mortgage bonds was $73,000. Of these there had been delivered to January 1, 1858, $58,000; claimed during 1859, $3,000; leaving on hand, $12,000. This amount, though held subject to call, has been charged up to the issue of bonds, and these items constitute the increase of 1859. The amount of real estate bonds outstanding last year was $129,000. Of these bonds, due in 1861, the trustee has retired, during the year, $9,250, leaving now outstanding $119,750. The amount of Income bonds outstanding January 1, 1859, was 199,500; of these, $12,500 have been redeemed by the Sinking Fund—leaving $187,000; of which, $82,500 have been extended to January 1, 1870—leaving overdue and outstanding, $104,500.

The payments to the Sinking Fund for the redemption of these bonds were continued till December, 1859, when it became apparent that the revenues of the road for the year would fail to pay expenses, interest and taxes. Under these circum-

stances, the managers did not feel justified in continuing the payments, to the further embarrassment of the interest fund. There was due the Sinking fund, January 1, 1860, the sum of $2,500. These payments are not to be resumed until the interest fund is restored, and there is a surplus of earnings—which it is hoped will occur during the present year.

President, JOHN BROUGH.

Directors, John Brough, Henry Wick, W. A. Otis, Joseph Chamberlain, James H. Godman, Robert H. Canby, John Mills.

Secretary, J. M. TOWNSEND.

Treasurer, HENRY WICK.

INDIANAPOLIS, PITTSBURG AND CLEVELAND R. R.

EARNINGS.

	Pass'ger.	Freight.	Mails, etc.	Total.
Jan..	$7,381.19	$8,253.13	$1,561.70	$17,196.02
Feb ..	6,779.27	9,383.34	1,561.70	19,724.31
March.	9,808.29	12,362.21	1,561.70	23,732.20
April..	7,447.86	6,577.56	1,686.50	15,711.92
May ..	8,224.50	4,368.83	1,561.70	14,155.03
June..	7,558.83	6,928.18	1,561.70	16,048.71
July ..	7,314.99	6,934.93	1,686.50	15,936.42
August	9,344.67	13,372.12	1,655.30	24,372.09
Sept ..	10,030.27	13,053.68	1,470.70	24,554.65
Octob'r	9,707.66	12,161.01	1,687.17	23,355.84
Nov ..	7,321.36	12,107.71	1,432.92	20,861.99
Dec...	6,761.06	14,452.29	1,534.58	22,747.93
Total.	$97,679.95	119,954.99	18,762.17	236,397.11

EXPENSES.

Repairs of track	$32,039 57	
" engines	16,110 62	
" cars	9,851 82	
" bridges	5,929 74	
" buildings, etc.	2,290 81	
Train expenses	27,688 78	
Depot and station expenses.	11,682 95	
Wood	17,607 59	
Oil and waste	3,103 83	
Salaries	5,337 44	
Loss and damage	3,040 17	
Interest and discount	3,301 44	
Miscellaneous	18,302 73	
		156,287.49
Net earnings		$80,109 62
Interest and taxes	$75,607 67	
Interest and cost of floating debt	2,404 62	
Gravel ballast	3,763 94	
		81,776 23
Deficit		$1,666 61

Compared with the previous year, the earnings show an increase of $3,491 66

The increase in working expenses was 22,218 35

Making a decrease in net earnings of $18,726 69

Of the increase in working expenses, $17,463 01 is on account of track and bridge repairs. The former mainly from the substitution of new iron ties and chairs; the purchase of grounds, opening new gravel pits, and putting ballast upon the track. In this latter is included a new bridge at Yorktown, which was a matter of imperative necessity. Other items of an extraordinary character also contributed to swell the expense beyond those of the preceding year. Deducting these extra charges, the expenses proper show only a slight increase. During the current year, a large number of ties will be required; the renewal of iron must be increased; and several bridges will require liberal repairs or renewals.

The total floating debt as per last report was $27,113 72; of which $8,162 85 was paid during the year—leaving a balance of floating debt, Jan. 1, 1860, of $18,950 87. The company's balance sheet at the close of the year was as follows:

ASSETS:

Cost of road and equipment		$1,837,367 74
Lands and lots		65,325 64
Bills receivable		26,214 53
Stock of Col., Piqua and Ind. R. R.		10,000 00
Sinking fund		42,247 38
Due from other roads		10,775 53
Individual accounts		8,997 72
Materials on hand		17,880 59
Transportation expenses, etc., 1859,		162,456 05
Interest on bonds and taxes		75,607 67
Treasurer		15,363 98
		$2,272,336 83

LIABILITIES:

Capital stock		$835,971 26
Domestic bonds	$34,200	
First mort. bonds	650,500	
Second "	314,000	
Income "	27,000	
		1,025,700 00
Bills payable		26,589 77
Executive committee		22,083 57
Surplus earnings Jan. 1, 1860		109,836 84
Unpaid dividends		903 54
Gross earnings of 1859		236,397 11
Individual accounts		14,293 33
Due to other roads		403 85
Cash account		57 56
		$2,272,336 83

The first mortgage bonds have been reduced during the year by cancelling $5,000 exchanged for second mortgages, and $500 paid on a matured bond. The second mortgage bonds, which amounted at the commencement of the year to $168,500, have been increased by an issue of $6,000 in exchange for $5,000 of first mortgages, and exchange of $139,500 for the same amount of income bonds at par. The income bonds have been reduced a corresponding amount. Of the first mortgage bonds, the trustee holds $45,000 on account of the sinking fund.

As the first mortgage bonds of the company were approaching maturity, and its financial condition precluded the hope of meeting them promptly, the board of directors, in October last, referred the matter to a special committee with full authority to negotiate an extension of the time of payment. Accordingly a proposition was submitted to the bondholders to extend the time of payment for ten years from the 1st of January last. This proposition has been accepted by a portion of the bondholders; and no doubt is entertained that it will eventually be acquiesced in by all of them.

President—THOS. A. MORRIS.

Directors—John Brough, Simon Yandes, James W. Yandes, Thos. A. Morris, Thos. H. Sharpe, Edward King, M. G. Walker, Allen Makepiece, D. Kilgore, Stillman Witt, Henry Wick, Joseph Chamberlain, Selah Chamberlain, A. B. Stone, James H. Godman.

Secretary—EDWARD KING.

Treasurer—THOMAS H. SHARPE.

California.

Railroad "from" the Pacific.—The Legislature of California has passed bills authorizing San Francisco to take $600,000, San Mateo county $100,000, and Santa Clara county $200,000 in stock of the San Francisco and San Jose Railroad. This road through the Santa Clara county is viewed as a link in the chain connecting the Atlantic with the Pacific States.

Central New Jersey Railroad.

By the recent conversions of New Jersey Central Railroad second mortgage bonds into stock, the bonded debt has been reduced from $3,000,000 to $2,100,000; all other indebtedness, $238,000 extinguished, and the stock increased from $2,500,000 to $3,630,000. The stock and balance of mortgage bonds represent the entire property of the company, there being no other debt. The company have been making semi-annual dividends at the rate of ten per cent. per annum. After the next dividend in July, it has been decided to make the dividends quarterly.

Florida Railroad.

NEW ROUTE TO THE ATLANTIC STATES.—The completion of the railroad across the isthmus of Florida, on the 20th instant, has been duly announced.

This is an enterprise in which the people of New Orleans have a great interest. It is likely to affect, very materially, the routes and the rates of importation from the Atlantic States to New Orleans, and in some degree the rates of travel. Mr. Yulee, U. S. Senator from Florida, is the President of the company, and has, for five or six years, given unremitted attention to its interests, by which he has at length brought it to a successful completion. It forms part of the route for which application was made last season to the Postmaster General for a contract to bring the great Northern mails now transported by the central railroads in Virginia, Tennessee, and Mississippi.

The railroad extends from Cedar Key, on the Gulf of Mexico, in about the same latitude as New Orleans, and about seven degrees of longitude east of us, to Fernandina, on the Atlantic. The line from New Orleans to the Atlantic does not vary more than one degree from a straight line from east to west. The lenght of the road is 138 miles. The whole distance from New York to New Orleans is computed thus: to Fernandina, by steam 761 miles; thence to Cedar Key, 138; thence to New Orleans, 399; total, 1,298; of which 128 are by railroad, and 1,260 by steam. We believe the mail transportion project was to use the seaboard railroads to Charleston, thence by steamer to Fernandina.

The company have made their calculations that using the railroads now in operation, via Baltimore, Washington, Wilmington, &c., the distance to New Orleans can beper formed with ease in 75 hours (3 days 3 hours), and on the completion of some railroads in progress, in 65 hours (2 days 17 hours.) This assumes a rate of speed by steamboat, from Charleston, at 18 miles an hour, and on the Gulf at 20. At the more moderate rate of 15 miles an hour, and with the railroads now existing, the longest period estimated by them is 3 days 11 hours. The same time is estimated as the longest by water from New York to Fernandina, and they announce that they have the highest steamboat authority and guarantee for a speed which will make the trip uniformly in two days and nineteen hours.

These are very confident assumptions—more, perhaps, than can be maintained in the regular use of the route. The uncertainty of sea and gulf navigation are a disturbing element, entirely overlooked in the calculation. But there is enough in the facts and calculations to draw the attention of the people of New Orleans to the new channel opened to them, especially for the rapid transportation of light freights, perhaps eventually for a change in the direction and cost of bulky importations. The delays and dangers of the navigation around the Capes of Florida, are very heavy burdens on the trade of New Orleans, and a great element of advantage to shipments for the West, by the Northern railroads.

The cost of insurance alone on the sea risks is an enormous item, which would nearly disappear on shipments by the safe coast navigation, and the inland passage across the neck of the Isthmus. Senator Yulee and other friends of that oad have,

from time to time, examined these points with great minuteness, and made statements which, if they only approximate to accuracy, are surprising. They estimate that freights from New York can be delivered by this route with equal speed, at rates much less than by the inland railroads, and with fewer re-shipments.

The subject is, as we have said, well worthy of the careful study of our citizens, with the view of seeing how far it may be made serviceable to the interests of the South-west, and this, its chief emporium of commerce, and what steps may be necessary to take advantage of these new facilities, and turn a larger share of the trade of the South-west through the city of New Orleans.—*N. O. Picayune.*

The Lexington and Big Sandy Railroad.

The Lexington and Big Sandy Railroad, with all its appurtenances, will be sold under a decree of the Fayette Circuit Court on the 27th of June.

Cheshire Railroad.

The Keene, N. H. *Sentinel* says that provision has been made for the punctual payment of the bonds due in July. The road is now relieved of every pressure, and the stockholders feel sensibly the increasing value of the property. Net receipts, last year, over all expenses, including interest paid, $71,576. Decrease of indebtedness $83,873.

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W. H. Bulkley,	"	Wm. Judson,	"
Jno. T. Agnew,	"	J. M. Macias,	"
Wm. Mason,	"	John N. Genin,	"
H. M. Stevens,	"	R. W. Lowber,	"
Jno. J. Herrick,	"	J. A. Robinson,	"
A. B. Sands,	"	E. C. Moore,	"
Joseph Allen,	"	S. B. Warren, Jr.,	Troy.
Aug. Fleming,	"	C. H. McCormick,	Chicago.
I. M. Singer,	"	S. H. Alden,	Albany.
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3.	Base 12 ft.	Slopes 1½ to 1	15.	" 24 "	"	¾ to 1
4.	" 14 "	1½ to 1	16.	" 24 "	"	1½ to 1
5.	" 15 "	¾ to 1	17.	" 25 "	"	1½ to 1
6.	" 15 "	1 to 1	18.	" 26 "	"	1½ to 1
7.	" 15 "	1½ to 1	19.	" 28 "	"	¾ to 1
8.	" 16 "	¾ to 1	20.	" 30 "	"	1 to 1
9	" 16 "	1 to 1	21.	" 30 "	"	1¼ to 1
10.	" 18 "	¾ to 1	22.	" 30 "	"	1½ to 1
11.	" 18 "	¾ to 1	23.	" 32 "	"	1 to 1
12.	" 18 "	1 to 1	24.	" 32 "	"	1¼ to 1

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OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
New York, May 15, 1860.

THE ANNUAL MEETING of the Shareholders of the Illinois Central Railroad Company, for the ELECTION of DIRECTORS, and the transaction of any other business, will be held at the office of the Company, in the City of Chicago, on WEDNESDAY, May 30, 1860, at 10½ o'clock A. M.

The transfer books will be closed on the 24th May, and re-opened on the 2d June.

2t20 W. K. ACKERMAN, Sec'y.

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OFFICE OF THE PHILADELPHIA AND READING RAILROAD COMPANY, March, 1860.

The holders of the Bonds of this Company, due July 1, 1860, can now receive, upon application at this office, 10 per cent. in cash, upon the terms specified in the Circular attached.

The holders are also entitled to the benefit of a Sinking Fund of $140,000 per annum, as established by the Stockholders at their annual meeting held January 9, 1860, and in pursuance of the contract entered into by the Company and duly recorded, to carry the same into effect.

S. BRADFORD, Treasurer.

NOTICE TO THE HOLDERS OF PHILADELPHIA AND READING RAILROAD COMPANY MORTGAGE BONDS, DUE JULY 1, 1860.—These Bonds are secured by the First Mortgages on the Road, amounting in the aggregate to $3,308,400. The net revenue for the last fiscal year was six times the amount of the annual interest on these Bonds.

The Managers propose to extend them for the period of twenty years, the holders retaining the bonds and the security of the mortgages in the precise condition in which they are now held. Fresh sheets of coupons for the interest, payable half-yearly, will be issued.

A bonus of 10 per cent. will be given to the holders, in consideration of their assenting to the extension. This bonus will be paid in cash to the bearers of the bonds, on their signing a receipt and presenting their respective bonds at the office of the Company, or to its agents, for endorsement.

Terms of receipt and endorsement will be furnished on application.

By order of the Board of Managers.

fm15 W. H. McILHENNY, Secretary.

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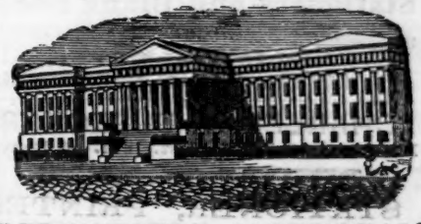

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4th. It is fully as **durable** as any Oil in the market, and consumers are invited to make their experiments on such journals as are inclined to heat up.

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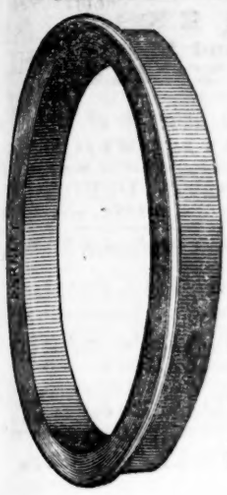

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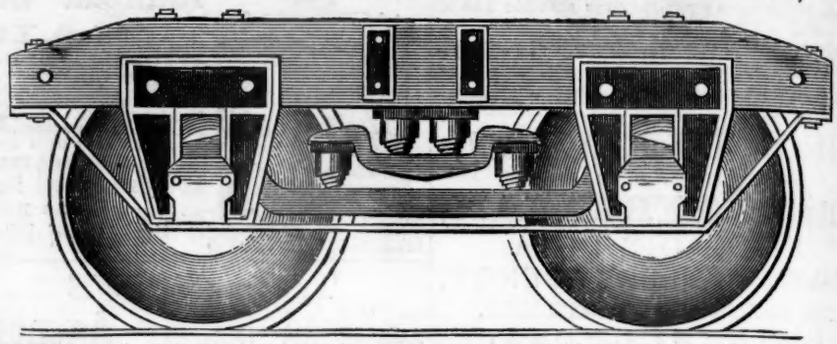

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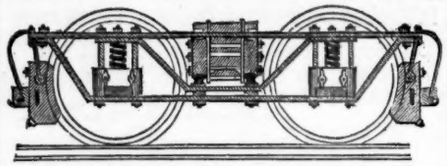

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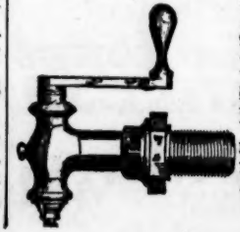

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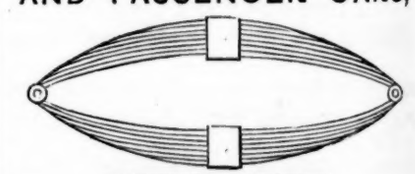

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